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# LEGISLATIVE HISTORY

Public Law 834--80th Congress

Chapter 732--2d Session

H. R. 5888

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DIGEST OF PUBLIC LAW 834

FEDERAL AID HIGHWAY ACT OF 1948. Amends and supplements the Federal-Aid Road Act of 1916 by authorizing additional appropriations for continuing the construction of highways, including authorization for fiscal years 1950 and 1951 of \$20,000,000 annually for forest highways and \$17,500,000 annually for forest development roads and trails. The act also provides that construction work on forest-development roads and trails estimated to cost \$10,000 or more per mile, exclusive of bridges, shall be advertised and let to contract, but if estimated cost is less than \$10,000 per mile or if no acceptable bid is received, the work may be done by the Department on its own account.



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INDEX AND SUMMARY OF HISTORY ON H. R. 5888

January 28, 1948	Hearings: Senate, H. R. 5888.
January 29, 1948	Hearings: House, H. R. 5888.
March 17, 1948	H. R. 5888 was introduced by Rep. Cunningham and was referred to the House Committee on Public Works. Print of the bill as introduced.
March 22, 1948	House Committee reported H. R. 5888 without amendment. House Report 1594. Print of the bill as reported.
April 7, 1948	House Rules Committee reported H. Resolution 521 for the consideration of H. R. 5888. House Report 521. Print of the Resolution.
April 8, 1948	H. R. 5888 discussed in the House.
April 12, 1948	H. R. 5888 debated and passed the House as reported.  Remarks of Rep. Kefauver.
April 13, 1948	H. R. 5888 was referred to the Senate Committee on Public Works. Print of the bill as referred.
June 3, 1948	Senate Committee reported H. R. 5888 with amendments. Senate Report 1458. Print of the bill as reported.
June 10, 1948	H. R. 5888 was debated and passed the Senate as reported.
June 11, 1948	House and Senate Conferees appointed.
June 12, 1948	H. R. 5888 ordered printed with the amendments of the Senate numbered. Print of the bill.
June 18, 1948	House received the Conference Report. House Rept. 2419. Senate agreed to the Conference Report.
June 19, 1948	House agreed to the Conference Report.
June 29, 1948	Approved. Public Law 834.







80TH CONGRESS  
2D SESSION

# H. R. 5888

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 17, 1948

Mr. CUNNINGHAM introduced the following bill; which was referred to the  
Committee on Public Works

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## A BILL

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

1      *Be it enacted by the Senate and House of Representa-*  
2      *tives of the United States of America in Congress assembled,*  
3      That for the purpose of carrying out the provisions of the  
4      Federal-Aid Road Act approved July 11, 1916 (39 Stat.  
5      355), and all Acts amendatory thereof and supplementary  
6      thereto, and for continuing the postwar construction and re-  
7      construction of highways in accordance with the provisions of  
8      the Federal-Aid Highway Act of 1944 approved December  
9      20, 1944 (58 Stat. 838), there is hereby authorized to be

1 appropriated the sum of \$500,000,000 for the fiscal year  
2 ending June 30, 1950, a like sum for the fiscal year ending  
3 June 30, 1951, and a like sum for the fiscal year ending  
4 June 30, 1952.

5 The sum herein authorized for each fiscal year shall be  
6 available for expenditure as follows:

7 Forty-five per centum for projects on the Federal-aid  
8 highway system.

9 Thirty per centum for projects as set forth in paragraph  
10 (b) of section 3 of the Federal-Aid Highway Act of 1944  
11 (58 Stat. 838), except that for the purposes of this Act and  
12 all subsequent Acts continuing the postwar construction and  
13 reconstruction of highways in accordance with the provi-  
14 sions of the Federal-Aid Highway Act of 1944, (1) the  
15 term "secondary and feeder roads" and the term "principal  
16 secondary and feeder roads", wherever used in the Federal-  
17 Aid Highway Act of 1944, shall include county and township  
18 roads; and (2) in selecting county and township roads on  
19 which funds are to be expended, the State highway depart-  
20 ments shall cooperate with township trustees and other  
21 appropriate local road officials; and

22 Twenty-five per centum for projects on the Federal-aid  
23 highway system in urban areas.

24 The said sums, respectively, for any fiscal year, shall  
25 be apportioned among the several States in the manner now

1 provided by law and in accordance with the formulas set  
2 forth in section 4 of the Federal-Aid Highway Act of 1944  
3 approved December 20, 1944.

4 Any sums apportioned to any State under the provisions  
5 of this section shall be available for expenditure in that State  
6 for three fiscal years after the close of the fiscal year for  
7 which such sums are authorized, and any amount so appor-  
8 tioned remaining unexpended at the end of such period shall  
9 elapse: *Provided*, That such funds shall be deemed to have  
10 been expended if covered by formal agreement with the  
11 Commissioner of Public Roads for the improvement of a  
12 specific project as provided by this Act.

13 SEC. 2. For the purpose of carrying out the provisions  
14 of section 23 of the Federal-Aid Highway Act of 1921  
15 (42 Stat. 218), as amended and supplemented, there is  
16 hereby authorized to be appropriated the sum of \$25,000,-  
17 000 for forest highways for the fiscal year ending June 30,  
18 1950, a like sum for the fiscal year ending June 30, 1951,  
19 and a like sum for the fiscal year ending June 30, 1952;  
20 and there is hereby authorized to be appropriated the sum  
21 of \$12,500,000 for forest development roads and trails for  
22 the fiscal year ending June 30, 1950, a like sum for the  
23 fiscal year ending June 30, 1951, and a like sum for the  
24 fiscal year ending June 30, 1952, subject to the proviso in

1 section 9 of the Federal-Aid Highway Act of 1944 respect-  
2 ing the apportionment for forest highways in Alaska.

3 SEC. 3. (a) For the construction, reconstruction, im-  
4 provement, and maintenance of roads and trails, inclusive of  
5 necessary bridges, in national parks, monuments, and other  
6 areas administered by the National Park Service, including  
7 areas authorized to be established as national parks and  
8 monuments, and national park and monument approach roads  
9 authorized by the Act of January 31, 1931 (46 Stat. 1053),  
10 as amended, there is hereby authorized to be appropriated  
11 the sum of \$4,250,000 for the fiscal year ending June 30,  
12 1950, a like sum for the fiscal year ending June 30, 1951,  
13 and a like sum for the fiscal year ending June 30, 1952.

14 (b) For the construction and maintenance of park-  
15 ways, to give access to national parks and national monu-  
16 ments, or to become connecting sections of a national park-  
17 way plan, over lands to which title has been transferred  
18 to the United States by the States or by private individuals,  
19 there is hereby authorized to be appropriated the sum of  
20 \$10,000,000 for the fiscal year ending June 30, 1950,  
21 a like sum for the fiscal year ending June 30, 1951, and a  
22 like sum for the fiscal year ending June 30, 1952.

23 (c) For the construction, improvement, and main-  
24 tenance of Indian reservation roads and bridges and roads  
25 and bridges to provide access to Indian reservations and

1 Indian lands under the provisions of the Act approved May  
2 26, 1928 (45 Stat. 750), there is hereby authorized to be  
3 appropriated the sum of \$6,000,000 for the fiscal year ending  
4 June 30, 1950, a like sum for the fiscal year ending June  
5 30, 1951, and a like sum for the fiscal year ending June  
6 30, 1952: *Provided*, That the location, type, and design  
7 of all roads and bridges constructed shall be approved by  
8 the Public Roads Administration before any expenditures  
9 are made thereon, and all such construction shall be under  
10 the general supervision of the Public Roads Administration.

11 SEC. 4. All provisions of the Federal-Aid Highway  
12 Act of 1944, approved December 20, 1944 (58 Stat. 838),  
13 not inconsistent with this Act, shall remain in full force and  
14 effect.

15 SEC. 5. This Act may be cited as the "Federal-Aid  
16 Highway Act of 1948".

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## A BILL

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

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By Mr. CUNNINGHAM

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MARCH 17, 1948

Referred to the Committee on Public Works





## FEDERAL-AID HIGHWAY ACT OF 1948

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MARCH 22, 1948.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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Mr. DONDERO, from the Committee on Public Works, submitted the following

### REPORT

[To accompany H. R. 5888]

The Committee on Public Works, to whom was referred the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

#### INTRODUCTION

This bill is a substitute for H. R. 4867 and 4868, upon which the Subcommittee on Roads held extensive public hearings with witnesses representing agriculture and industry, road users and other groups, Federal and State officials, and Members of Congress.

The testimony indicated very general approval of the program provided by the Federal-Aid Highway Act of 1944, which carried authorizations for a 3-year postwar Federal-aid highway program at the rate of \$500,000,000 a year, divided as follows:

(a) \$225,000,000 for projects on the Federal-aid primary highway system either inside or outside municipalities.

(b) \$150,000,000 for projects on the Federal-aid secondary highway system, which includes farm-to-market roads, rural free delivery mail, and public-school bus routes.

(c) \$125,000,000 for projects on the Federal-aid urban highway system.

This bill proposes to carry forward the 1944 act for another 3-year period at the same rate of \$500,000,000 per year and with the same division of funds among the three categories of projects beginning with the fiscal year ending June 30, 1950, and continuing through the fiscal years ending June 30, 1951, and June 30, 1952. The funds

authorized will be apportioned among the States under the formulas prescribed in the 1944 act.

Testimony submitted to the committee indicated that the State highway departments and the Public Roads Administration have followed a very conservative policy in the awarding of contracts in a successful effort to avoid an inflationary spiral in highway costs.

Figures submitted to the committee indicate that the Federal contribution to the total highway program of States, cities, and counties, including both construction and maintenance, during the years 1946 and 1947 has only slightly exceeded 14 percent and would not have reached 20 percent had the full highway authorization been utilized. The committee feels warranted, therefore, in recommending the continuation for another 3-year period in the same amounts as provided in the 1944 act.

The secondary or farm-to-market road program and the urban highway program provided in the 1944 act were new on the scale authorized, and launched the Federal Government for the first time on a fully integrated over-all highway program that gives recognition to the Federal interests and responsibility in these fields. Selection of the urban highway systems and the secondary road systems in the several States is well under way. New language in this bill makes clear that the term "secondary and feeder roads" includes both county and township roads and requires the State highway departments to cooperate with county supervisors, county commissioners, township trustees, and other appropriate local road officials in the selection of the system on which the secondary road funds authorized are to be expended. In selecting the routes already included in the secondary system, special consideration has been given to the conservation and development of natural resources and to the encouragement of desirable land utilization.

Data submitted by the American Association of State Highway Officials, based on careful estimates by the individual State highway departments, indicate that the program provided in this bill is a conservative one when measured against the urgent needs for highway improvements. Registration of motor vehicles has increased by some 3,000,000 since the previous peak year of 1941 and a considerable portion of this increase has been in trucks. More and more the farmer is turning to truck transportation to get his products to market.

An excellent start has been made on the postwar highway program in rehabilitating our primary highways and removing traffic bottlenecks in urban areas along with improvement of farm-to-market roads, and this bill will permit a continuation without interruption of this necessary work which is so important to our domestic economy and the national defense. Under the basic Federal highway legislation, funds for the fiscal year 1950 will be apportioned among the States and made available for programing and new work not later than January 1, 1949. The legislatures of 44 States will meet in regular session during 1949. Most of these States will not meet again in regular session until 1951. It is important, therefore, that this bill be enacted at this session of Congress in order that the States will be informed of the Federal-aid program and in position to make any necessary provisions therefor.

In addition to the authorization for the Federal-aid program, this bill continues the authorization for work in the national forests,

national park roads and trails, parkways, and roads on Indian reservations at the aggregate rate of \$57,750,000 a year for 3 years, which is the same amount that was authorized in the 1944 act.

## H. R. 5888

The provisions of each section of H. R. 5888 are set forth in greater detail below:

Section 1 of the bill provides an authorization of \$500,000,000 for each of the fiscal years ending on June 30, 1950, 1951, and 1952, and provides that of the sum authorized for each fiscal year 45 percent shall be available for expenditure for projects on the Federal-aid highway system, 30 percent shall be available for expenditure for projects on secondary and feeder roads, and 25 percent shall be available for projects on the Federal-aid highway system in urban areas. The above percentages for the three categories of roads make the same amount available for the roads in each category as was provided in sections 3 and 4 of the Federal-Aid Highway Act of 1944. It provides that the sums authorized for each fiscal year shall be apportioned among the several States in the same manner as now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944, so that each State's apportionments would be substantially the same for each fiscal year covered by the bill as it was under the authorizations made for each of the three postwar fiscal years covered by the 1944 act.

The following table sets forth the approximate amounts that each State would receive each year under H. R. 5888:

State	Federal-aid primary (\$225,000,000)	Federal-aid secondary (\$150,000,000)	Federal-aid urban (\$125,000,000)	Total (\$500,000,000)
Alabama.....	\$4,671,000	\$3,697,000	\$1,287,000	\$9,655,000
Arizona.....	3,201,000	2,214,000	259,000	5,674,000
Arkansas.....	3,822,000	3,075,000	551,000	7,448,000
California.....	8,898,000	5,093,000	8,018,000	22,009,000
Colorado.....	3,985,000	2,681,000	922,000	7,588,000
Connecticut.....	1,376,000	756,000	2,574,000	4,706,000
Delaware.....	1,083,000	722,000	201,000	2,006,000
Florida.....	3,194,000	2,140,000	1,579,000	6,913,000
Georgia.....	5,572,000	4,252,000	1,601,000	11,425,000
Idaho.....	2,753,000	1,925,000	209,000	4,887,000
Illinois.....	8,715,000	4,688,000	9,389,000	22,792,000
Indiana.....	5,336,000	3,578,000	3,026,000	11,940,000
Iowa.....	5,485,000	3,921,000	1,572,000	10,978,000
Kansas.....	5,561,000	3,904,000	1,093,000	10,558,000
Kentucky.....	4,166,000	3,373,000	1,283,000	8,822,000
Louisiana.....	3,360,000	2,513,000	1,512,000	7,385,000
Maine.....	1,924,000	1,386,000	553,000	3,863,000
Maryland.....	1,811,000	1,158,000	1,767,000	4,736,000
Massachusetts.....	2,904,000	776,000	6,528,000	10,208,000
Michigan.....	6,743,000	4,079,000	5,610,000	16,432,000
Minnesota.....	5,959,000	4,105,000	2,178,000	12,242,000
Mississippi.....	4,004,000	3,301,000	592,000	7,897,000
Missouri.....	6,576,000	4,505,000	3,111,000	14,192,000
Montana.....	4,484,000	3,064,000	304,000	7,852,000
Nebraska.....	4,407,000	3,111,000	773,000	8,291,000
Nevada.....	2,830,000	1,896,000	60,000	4,786,000
New Hampshire.....	1,083,000	722,000	469,000	2,274,000
New Jersey.....	2,822,000	1,025,000	5,457,000	9,304,000
New Mexico.....	3,588,000	2,484,000	254,000	6,326,000
New York.....	10,685,000	4,211,000	18,535,000	33,431,000
North Carolina.....	5,374,000	4,403,000	1,473,000	11,250,000
North Dakota.....	3,293,000	2,373,000	212,000	5,878,000
Ohio.....	7,774,000	4,578,000	7,443,000	19,795,000
Oklahoma.....	5,006,000	3,677,000	1,331,000	10,014,000
Oregon.....	3,685,000	2,514,000	800,000	6,998,000
Pennsylvania.....	9,061,000	5,198,000	10,382,000	24,641,000
Rhode Island.....	1,083,000	722,000	1,109,000	2,914,000
South Carolina.....	3,018,000	2,490,000	646,000	6,154,000

State	Federal-aid primary (\$225,000,000)	Federal-aid secondary (\$150,000,000)	Federal-aid urban (\$125,000,000)	Total (\$500,000,000)
South Dakota.....	\$3,481,000	\$2,477,000	\$219,000	\$6,177,000
Tennessee.....	4,720,000	3,629,000	1,573,000	9,922,000
Texas.....	14,097,000	9,929,000	4,407,000	28,433,000
Utah.....	2,506,000	1,669,000	428,000	4,603,000
Vermont.....	1,083,000	722,000	209,000	2,014,000
Virginia.....	4,062,000	3,151,000	1,472,000	8,685,000
Washington.....	3,491,000	2,364,000	1,449,000	7,304,000
West Virginia.....	2,449,000	2,058,000	797,000	5,304,000
Wisconsin.....	5,364,000	3,633,000	2,620,000	11,617,000
Wyoming.....	2,759,000	1,872,000	131,000	4,762,000
Hawaii.....	1,083,000	722,000	388,000	2,193,000
District of Columbia.....	1,083,000	722,000	1,132,000	2,937,000
Puerto Rico.....	1,094,000	1,117,000	824,000	3,035,000

## PERIOD OF AVAILABILITY

The sums apportioned to each State pursuant to the provisions of section 1 of the bill would be available to the State for 3 years following the close of the respective fiscal years for which apportioned. This adds one fiscal year to the period of availability of the funds and would continue the provision in section 4 (d) of the Federal-Aid Highway Act of 1944 as amended by Public Law 100, Eightieth Congress, approved June 21, 1947, that any funds not obligated by formal agreements with the Commissioner of Public Roads for the improvement of a specific project under the act during the period of its availability will lapse.

## COMPARATIVE FISCAL YEARS

The following table shows the fiscal years covered by the Federal-Aid Highway Act of 1944 and H. R. 5888:

Federal-Aid Highway Act of 1944	Fiscal year—	
	Beginning—	Ending—
First postwar fiscal year.....	Oct. 2, 1945	June 30, 1946
Second postwar fiscal year.....	July 1, 1946	June 30, 1947
Third postwar fiscal year.....	July 1, 1947	June 30, 1948
Year of grace provided for in Federal-Aid Road Act of 1944.....	July 1, 1948	June 30, 1949
Additional year of grace provided for in Public Law 100, 80th Cong., 1st sess.	July 1, 1949	June 30, 1950
H. R. 5888.....	do	June 30, 1950
Fiscal year of 1950 and each of 2 successive fiscal years.....	July 1, 1950	June 30, 1951
	July 1, 1951	June 30, 1952

<sup>1</sup> Sec. 1 of H. R. 5888 provides that any sums apportioned to any State under the provisions of sec. 1 shall be available for expenditure in that State for 3 fiscal years after the close of the fiscal year for which such sums are authorized.

## SECONDARY OR FEEDER ROADS

Section 1 of the bill enlarges the definition of the term "secondary and feeder roads" and "principal secondary and feeder roads" as contained in the Federal-Aid Highway Act of 1944 to include county and township roads. It contains a further provision that in selecting county and township roads on which funds which the bill would authorize may be expended the State highway departments shall cooperate with township trustees and other appropriate local road officials.

## FOREST HIGHWAYS AND FOREST DEVELOPMENT ROADS AND TRAILS

Section 2 authorizes an appropriation of \$25,000,000 for forest highways for each of the three fiscal years ending on June 30, 1950, 1951, and 1952, subject to the proviso in section 9 of the Federal-Aid Highway Act of 1944 that the apportionments for forest highways in Alaska shall be for each year \$1,500,000, and that such additional amount as otherwise would be apportioned Alaska for each year shall be apportioned among those States whose forest highway apportionments otherwise would be less than 1 percent of the entire apportionment of such funds for that year. It also authorizes appropriations of \$12,500,000 for forest development roads and trails for each of the fiscal years ending on June 30, 1950, 1951, and 1952.

## PARK ROADS AND TRAILS

Section 3 (a) provides an authorization of \$4,250,000 a year for each of the fiscal years ending on June 30, 1950, 1951, and 1952, for roads, trails, and bridges in national parks and monuments and approach roads thereto, including areas authorized to be established as national parks and monuments. The sums authorized are the same in amount as were authorized for each of the first three successive postwar fiscal years by section 10 (a) of the Federal-Aid Highway Act of 1944 for park roads and trails.

## NATIONAL PARKWAYS

Section 3 (b) would authorize the sum of \$10,000,000 for each of the fiscal years ending on June 30, 1950, 1951, and 1952, for the construction and maintenance of parkways to give access to national parks and national monuments or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States. This section authorizes the same amount for each of the fiscal years as was authorized for each of the first three successive post war fiscal years by section 10 (b) of the Federal-Aid Highway Act of 1944 for parkways.

## INDIAN RESERVATION ROADS

Section 3 (c) would authorize an appropriation of \$6,000,000 for each of the fiscal years ending on June 30, 1950, 1951, and 1952, for the construction, improvement, and maintenance of roads and bridges within Indian reservations and to provide access to Indian reservations and Indian lands in accordance with the provisions of the act of May 26, 1928 (45 Stat. 750). The sums authorized are the same in amount as were authorized for the same purpose for each of the first three successive postwar fiscal years by section 10 (c) of the Federal-Aid Highway Act of 1944.

## PROVISIONS OF FEDERAL-AID HIGHWAY ACT OF 1944 CONTINUED IN EFFECT

Section 4 provides that all provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838), not inconsistent with the provisions of the bill shall remain in full force and effect.

## SHORT TITLE OF ACT

Section 5 provides that the act may be cited as the "Federal-Aid Highway Act of 1948."

## CHANGES IN EXISTING LAW

In compliance with paragraph 2a of rule XIII of the Rules of the House of Representatives, changes in existing law proposed by the bill are shown in parallel columns as follows:

## EXISTING LAW

*Section 1, Public Law 521, Seventy-eighth Congress*

The term "secondary and feeder roads" means roads in rural areas, including farm-to-market roads, rural-mail routes, and school-bus routes, and not on the Federal-aid system.

*Section 3, Public Law 521, Seventy-eighth Congress*

SEC. 3. The sum authorized in section 2 for each year shall be available for expenditures as follows:

(a) \$225,000,000 for projects on the Federal-aid highway system.

(b) \$150,000,000 for projects on the principal secondary and feeder roads, including farm-to-market roads, rural free delivery mail and public-school bus routes, either outside of municipalities or inside of municipalities of less than five thousand population: *Provided*, That these funds shall be expended on a system of such roads selected by the State highway departments in cooperation with the county supervisors, county commissioners, or other appropriate local road officials and the Commissioner of Public Roads: *Provided further*, That in any State having a population density of more than two hundred per square mile, as shown by the latest available Federal census, the said system may be selected by the State highway department with the approval of the Commissioner of Public Roads without regard to included municipal boundaries: *Provided further*, That any of such funds for secondary and feeder roads which are apportioned to a State in which all public roads and highways are under the control and supervision of the State highway department may, if the State highway department and the Commissioner of Public Roads jointly agree that such funds are not needed for secondary and feeder roads, be expended for projects in such State on the Federal-aid highway system.

(c) \$125,000,000 for projects on the Federal-aid highway system in urban areas.

## NEW LANGUAGE

Section 1, H. R. 5888, provides that \* \* \* (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads," wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads. \* \* \*

*Section 1, H. R. 5888*

The sum herein authorized for each fiscal year shall be available for expenditure as follows:

Forty-five per centum for projects on the Federal-aid highway system.

Thirty per centum for projects as set forth in paragraph (b) of section 3 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), except that for the purposes of this Act and all subsequent Acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944, (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads", wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads; and (2) in selecting county and township roads on which funds are to be expended, the State highway departments shall cooperate with township trustees and other appropriate local road officials; and

Twenty-five per centum for projects on the Federal-aid highway system in urban areas.

*Section 4 (d), Public Law 521, Seventy-eighth Congress*

(d) Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for one year after the close of the fiscal year for which such sums are authorized, and any amount so apportioned remaining unexpended at the end of such period shall lapse: *Provided*, That such funds shall be deemed to have been expended if covered by formal agreement with the Commissioner of Public Roads for the improvement of a specific project as provided by this Act.

*Section 1, Public Law 100, Eightieth Congress*

That paragraph (d) of section 4 of the Federal-Aid Highway Act of 1944, Public Law 521, Seventy-eighth Congress, approved December 20, 1944, is hereby amended by striking out the term "one year" where it appears in said paragraph and inserting in lieu thereof the term "two years".

Briefly, H. R. 5888 carries forward the Federal-Aid Highway Act of the 1944 with the division of Federal-aid funds expressed in percent instead of specified amounts and extension of the period of availability of funds to three fiscal years after the fiscal years for which authorized.

*Section 1, H. R. 5888*

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized, and any amount so apportioned remaining unexpended at the end of such period shall elapse: *Provided*, That such funds shall be deemed to have been expended if covered by formal agreement with the Commissioner of Public Roads for the improvement of a specific project as provided by this Act.

SEC. 4 (H. R. 5888). All provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838), not inconsistent with this Act, shall remain in full force and effect.

SEC. 5 (H. R. 5888). This Act may be cited as the "Federal-Aid Highway Act of 1948".

## TEXT OF THE BILL

H. R. 5888, as recommended by the Committee on Public Works, is as follows:

[H. R. 5888, 80th Cong., 2d sess.]

A BILL To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That for the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, and for continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944 approved December 20, 1944 (58 Stat. 838), there is hereby authorized to be appropriated the sum of \$500,000,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952.

The sum herein authorized for each fiscal year shall be available for expenditure as follows:

Forty-five per centum for projects on the Federal-aid highway system.

Thirty per centum for projects as set forth in paragraph (b) of section 3 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), except that for the purposes of this Act and all subsequent Acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944, (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads", wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads; and (2) in selecting county and township roads on which funds are to be expended, the State highway departments shall cooperate with township trustees and other appropriate local road officials; and

Twenty-five per centum for projects on the Federal-aid highway system in urban areas.

The said sums, respectively, for any fiscal year, shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944 approved December 20, 1944.

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized, and any amount so apportioned remaining unexpended at the end of such period shall elapse: *Provided*, That such funds shall be deemed to have been expended if covered by formal agreement with the Commissioner of Public Roads for the improvement of a specific project as provided by this Act.

SEC. 2. For the purpose of carrying out the provisions of section 23 of the Federal-Aid Highway Act of 1921 (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated the sum of \$25,000,000 for forest highways for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952; and there is hereby authorized to be appropriated the sum of \$12,500,000 for forest development roads and trails for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952, subject to the proviso in section 9 of the Federal-Aid Highway Act of 1944 respecting the apportionment for forest highways in Alaska.

SEC. 3. (a) For the construction, reconstruction, improvement, and maintenance of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of \$4,250,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952.

(b) For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States or by private individuals, there is hereby authorized to be appropriated the sum of \$10,000,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952.

(c) For the construction, improvement, and maintenance of Indian reservation roads and bridges and roads and bridges to provide access to Indian reservations and Indian lands under the provisions of the Act approved May 26, 1928 (45 Stat. 750), there is hereby authorized to be appropriated the sum of \$6,000,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952: *Provided*, That the location, type, and design of all roads and bridges constructed shall be approved by the Public Roads Administration before any expenditures are made thereon, and all such construction shall be under the general supervision of the Public Roads Administration.

SEC. 4. All provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838), not inconsistent with this Act, shall remain in full force and effect.

SEC. 5. This Act may be cited as the "Federal-Aid Highway Act of 1948".

○

80TH CONGRESS  
2D SESSION

# H. R. 5888

[Report No. 1594]

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 17, 1948

Mr. CUNNINGHAM introduced the following bill; which was referred to the  
Committee on Public Works

MARCH 22, 1948

Committed to the Committee of the Whole House on the State of the Union  
and ordered to be printed

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## A BILL

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

1     *Be it enacted by the Senate and House of Representa-*  
2     *tives of the United States of America in Congress assembled,*  
3     That for the purpose of carrying out the provisions of the  
4     Federal-Aid Road Act approved July 11, 1916 (39 Stat.  
5     355), and all Acts amendatory thereof and supplementary  
6     thereto, and for continuing the postwar construction and re-  
7     construction of highways in accordance with the provisions of  
8     the Federal-Aid Highway Act of 1944 approved December  
9     20, 1944 (58 Stat. 838), there is hereby authorized to be

1 appropriated the sum of \$500,000,000 for the fiscal year  
2 ending June 30, 1950, a like sum for the fiscal year ending  
3 June 30, 1951, and a like sum for the fiscal year ending  
4 June 30, 1952.

5 The sum herein authorized for each fiscal year shall be  
6 available for expenditure as follows:

7 Forty-five per centum for projects on the Federal-aid  
8 highway system.

9 Thirty per centum for projects as set forth in paragraph  
10 (b) of section 3 of the Federal-Aid Highway Act of 1944  
11 (58 Stat. 838), except that for the purposes of this Act and  
12 all subsequent Acts continuing the postwar construction and  
13 reconstruction of highways in accordance with the provi-  
14 sions of the Federal-Aid Highway Act of 1944, (1) the  
15 term "secondary and feeder roads" and the term "principal  
16 secondary and feeder roads", wherever used in the Federal-  
17 Aid Highway Act of 1944, shall include county and township  
18 roads; and (2) in selecting county and township roads on  
19 which funds are to be expended, the State highway depart-  
20 ments shall cooperate with township trustees and other  
21 appropriate local road officials; and

22 Twenty-five per centum for projects on the Federal-aid  
23 highway system in urban areas.

24 The said sums, respectively, for any fiscal year, shall  
25 be apportioned among the several States in the manner now

1 provided by law and in accordance with the formulas set  
2 forth in section 4 of the Federal-Aid Highway Act of 1944  
3 approved December 20, 1944.

4 Any sums apportioned to any State under the provisions  
5 of this section shall be available for expenditure in that State  
6 for three fiscal years after the close of the fiscal year for  
7 which such sums are authorized, and any amount so appor-  
8 tioned remaining unexpended at the end of such period shall  
9 elapse: *Provided*, That such funds shall be deemed to have  
10 been expended if covered by formal agreement with the  
11 Commissioner of Public Roads for the improvement of a  
12 specific project as provided by this Act.

13 SEC. 2. For the purpose of carrying out the provisions  
14 of section 23 of the Federal-Aid Highway Act of 1921  
15 (42 Stat. 218), as amended and supplemented, there is  
16 hereby authorized to be appropriated the sum of \$25,000,-  
17 000 for forest highways for the fiscal year ending June 30,  
18 1950, a like sum for the fiscal year ending June 30, 1951,  
19 and a like sum for the fiscal year ending June 30, 1952;  
20 and there is hereby authorized to be appropriated the sum  
21 of \$12,500,000 for forest development roads and trails for  
22 the fiscal year ending June 30, 1950, a like sum for the  
23 fiscal year ending June 30, 1951, and a like sum for the  
24 fiscal year ending June 30, 1952, subject to the proviso in

1 section 9 of the Federal-Aid Highway Act of 1944 respect-  
2 ing the apportionment for forest highways in Alaska.

3 SEC. 3. (a) For the construction, reconstruction, im-  
4 provement, and maintenance of roads and trails, inclusive of  
5 necessary bridges, in national parks, monuments, and other  
6 areas administered by the National Park Service, including  
7 areas authorized to be established as national parks and  
8 monuments, and national park and monument approach roads  
9 authorized by the Act of January 31, 1931 (46 Stat. 1053),  
10 as amended, there is hereby authorized to be appropriated  
11 the sum of \$4,250,000 for the fiscal year ending June 30,  
12 1950, a like sum for the fiscal year ending June 30, 1951,  
13 and a like sum for the fiscal year ending June 30, 1952.

14 (b) For the construction and maintenance of park-  
15 ways, to give access to national parks and national monu-  
16 ments, or to become connecting sections of a national park-  
17 way plan, over lands to which title has been transferred  
18 to the United States by the States or by private individuals,  
19 there is hereby authorized to be appropriated the sum of  
20 \$10,000,000 for the fiscal year ending June 30, 1950,  
21 a like sum for the fiscal year ending June 30, 1951, and a  
22 like sum for the fiscal year ending June 30, 1952.

23 (c) For the construction, improvement, and main-  
24 tenance of Indian reservation roads and bridges and roads  
25 and bridges to provide access to Indian reservations and

1 Indian lands under the provisions of the Act approved May  
2 26, 1928 (45 Stat. 750), there is hereby authorized to be  
3 appropriated the sum of \$6,000,000 for the fiscal year ending  
4 June 30, 1950, a like sum for the fiscal year ending June  
5 30, 1951, and a like sum for the fiscal year ending June  
6 30, 1952: *Provided*, That the location, type, and design  
7 of all roads and bridges constructed shall be approved by  
8 the Public Roads Administration before any expenditures  
9 are made thereon, and all such construction shall be under  
10 the general supervision of the Public Roads Administration.

11 SEC. 4. All provisions of the Federal-Aid Highway  
12 Act of 1944, approved December 20, 1944 (58 Stat. 838),  
13 not inconsistent with this Act, shall remain in full force and  
14 effect.

15 SEC. 5. This Act may be cited as the "Federal-Aid  
16 Highway Act of 1948".

80TH CONGRESS  
2D Session

**H. R. 5888**

[Report No. 1594]

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# **A BILL**

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To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

---

By Mr. CUNNINGHAM

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MARCH 17, 1948

Referred to the Committee on Public Works

MARCH 22, 1948

Committed to the Committee of the Whole House on the State of the Union and ordered to be printed





DIGEST                      OF

# CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE  
Division of Legislative Reports  
(For Department staff only)

Issued                      April 8, 1948  
For actions of              April 7, 1948  
80th-2nd, No. 64

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**HIGHLIGHTS:** Senate confirmed Hoffman nomination. Senate members of joint foreign-aid committee appointed. Senate debated Remount Service bill; Thomas motion to refer bill to Agriculture Committee is pending. Senate committee reported bills to provide for meat inspection at Federal expense and to protect against golden nematode. Senate committee reported Flanders amendments to housing bill. Both Houses received GAO audit report on FCA corporations. House debated foot-and-mouth disease research bill. House tabled resolution requesting information from USDA on producer-consumer price spreads; USDA statement inserted.

SENATE

- FOREIGN AID.** Confirmed the nomination of Paul G. Hoffman to be Administrator for Economic Cooperation (p. 4256).  
Sens. Smith, Lodge, Connally, Bridges, and McCarran were appointed Senate members of the Joint Committee on Foreign Economic Cooperation (pp. 4256-7). House members have not yet been appointed.
- REMOUNT SERVICE.** Began debate on H. R. 3484, to transfer the Remount Service (which improves horse breeds) from the Army Department to USDA (pp. 4281-4). Agreed to the committee amendments. Sen. Thomas, Okla., submitted an amendment to transfer part of the Ft. Reno station to the Justice Department for the Southwestern Reformatory, part to USDA for division into farms and sale under the Bankhead-Jones Farm Tenant Act, and part to the city of El Reno. Without discussing this amendment, he then made a motion that the bill be referred to the Agriculture and Forestry Committee and inserted a resolution of Jan. 7 from that Committee recommending such action. This motion was pending when the Senate recessed.
- GOLDEN NEMATODE.** The Agriculture and Forestry Committee reported without amendment S. 2137, which authorizes USDA to carry out operations against the golden nematode, independently or in cooperation with the State and local agencies involved; and to compensate growers of potatoes and tomatoes in infested areas for losses resulting when they refrain from planting in order to combat the nematode (S. Rept. 1106)(p. 4253).
- MEAT INSPECTION.** The Agriculture and Forestry Committee reported with amendment S. 2256, to provide for meat inspection at Federal expense (S.Rept.1107)(p.4253).

5. SURPLUS PROPERTY. The Interior and Insular Affairs Committee reported with amendment H. R. 3703, to authorize transfer of certain surplus real property to the National Park Service (S. Rept. 1109)(p. 4253).
6. FARM PROGRAM. The Agriculture and Forestry Committee announced that it will begin hearings on S. 2318, the Aiken long-range farm program bill, on Apr. 12, with Secretary Anderson as the witness (p. D334).
7. HOUSING. The "Daily Digest" states as follows regarding the meeting of the Banking and Currency Committee: "In executive session, the committee voted to report favorably the Flanders amendments (these amendments, in effect, propose practically to rewrite the bill) to S. 866, to establish and carry out a national housing policy" (p. D334).
8. FCA AUDIT. Both Houses received the GAO audit report on various FCA corporations for the fiscal year 1946; to Expenditures in the Executive Departments Committee (H. Doc. 598)(pp. 4252-3, 4318).
9. TOBACCO EXPORTS. Sen. Johnston, S. C., criticized British increases in the tobacco tariff (p. 4284).

#### HOUSE

10. FOOT-AND-MOUTH DISEASE RESEARCH. Began debate on H.R. 5098, to enable USDA to conduct research on foot-and-mouth disease in the U.S. (pp. 4297-308). When further action on the bill was postponed until today, an amendment by Rep. Macy, N.Y., designed to prevent such research on Long Island, N.Y., was pending.
11. FARM PRICES. Laid on the table H.Res. 511, requesting USDA to report the nature and extent of research activities relating to the price spread between the producer and consumer of agricultural products, particularly fruits and vegetables, the possibility of expediting such activities, and the findings and conclusions of such activities (pp. 4292-5). The Agriculture Committee had reported the resolution adversely, after receipt of information from the Department (pp. 4292, 4319). The statement from the Department was inserted in the Record (pp. 4292-5).
12. INDEPENDENT OFFICES APPROPRIATION BILL, 1949. Received the conference report on this bill, H.R. 5214 (pp. 4296-7). The conferees fixed the Emergency Fund for the President at \$200,000 (Senate, \$100,000; House, \$700,000); fixed the Budget Bureau item at \$2,992,000 (Senate figure; House, \$3,192,000) with the understanding that the \$200,000 reduction shall be applied to divisions other than the Estimates and Fiscal Divisions and those engaged in strictly budgetary work; and adopted the House figure of \$300,000 (Senate, \$350,000) for the Council of Economic Advisers.
13. ROADS. The Rules Committee reported a resolution for the consideration of H.R. 5888, to authorize appropriations for continuing highway construction under the Federal-Aid Road Act (pp. 4296, 4319).
14. OLEOMARGARINE. Rep. Rankin, Miss., compared purity of oleomargarine and butter (pp. 4291-2).  
Rep. Murray, Wis., criticized the submission of the petition to discharge the committee on the oleomargarine-tax-repeal bill (p. 4288).
15. IRRIGATION. The Public Lands Committee reported with amendments H.R. 5669, to provide adjustments of irrigation charges on the Flathead Indian irrigation

the county of Aitkin, Minn., authorized by the Flood Control Act approved on December 22, 1944, and a review of report on the Mississippi River between Sandy Lake and Brainerd, Minn., requested by a resolution of the Committee on Commerce of the United States Senate adopted on August 8, 1944 (H. Doc. No. 599); to the Committee on Public Works and ordered to be printed, with four illustrations.

1451. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, United States Army, dated February 13, 1948, submitting a report, together with accompanying papers and an illustration, on a review of reports on Provincetown Harbor, Mass., requested by a resolution of the Committee on Rivers and Harbors, House of Representatives, adopted on December 21, 1945 (H. Doc. No. 600); to the Committee on Public Works and ordered to be printed, with one illustration.

1452. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, United States Army, dated February 13, 1948, submitting a report, together with accompanying papers and an illustration, on a review of reports on Deep Creek, Warwick County, Va., requested by a resolution of the Committee on Rivers and Harbors, House of Representatives, adopted on March 26, 1940 (H. Doc. No. 601); to the Committee on Public Works and ordered to be printed, with one illustration.

#### REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. HOPE: Committee on Agriculture. House Resolution 511. Resolution requesting the Secretary of Agriculture to report the nature and extent of research activities relating to the price spread between the producer and consumer of agricultural products, the possibility of expediting such activities, and the findings and conclusions of such activities; without amendment (Rept. No. 1662). Referred to the House Calendar.

Mr. ALLEN of Illinois: Committee on Rules. House Resolution 521. Resolution providing for consideration of H. R. 5888, a bill to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes; without amendment (Rept. No. 1663). Referred to the House Calendar.

Mr. BISHOP: Joint Committee on the Disposition of Executive Papers. House Report No. 1664. Report on the disposition of certain papers of sundry executive departments. Ordered to be printed.

Mr. WELCH: Committee on Public Lands. S. 1021. An act authorizing the Secretary of the Interior to pay salaries and expenses of the chairman, secretary, and clerk of the Fort Peck General Council, members of the Fort Peck Tribal Executive Board, and other committees appointed by said Fort Peck General Council, and official delegates of the Fort Peck Tribes; without amendment (Rept. No. 1667). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. S. 1468. An act providing for payment of \$50 to each enrolled member of the Mescalero Apache Indian Tribe from funds standing to their credit in the Treasury of the United States; without amendment (Rept. No. 1668). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. S. 1583. An act to provide for the conveyance to the State of Maryland, for the use of the University of Maryland, of the north-

ern portion of a parcel of land previously constituting a part of the campus of the university and previously conveyed by the State of Maryland to the United States for the use of the Bureau of Mines; without amendment (Rept. No. 1669). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. Senate Joint Resolution 94. Joint resolution to establish the Fort Sumter National Monument in the State of South Carolina; without amendment (Rept. No. 1670). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 2352. A bill to provide for sale to the Crow Tribe of interests in the estates of deceased Crow Indian allottees; with amendments (Rept. No. 1671). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 3633. A bill to amend section 203 of the Hawaiian Homes Commission Act, designating certain public lands as available home lands; with an amendment (Rept. No. 1672). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 3635. A bill to ratify sections 1 and 2 of Joint Resolution 7 enacted by the Legislature of the Territory of Hawaii in its regular session of 1947; without amendment (Rept. No. 1673). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 3680. A bill to amend sections 207, 209, 213, 215, 216, 220, 222, and 225 of title 2 of the Hawaiian Homes Commission Act, 1920, as amended; with amendments (Rept. No. 1674). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 3954. A bill to approve Act No. 74 of the Session Laws of 1947 of the Territory of Hawaii, entitled "An act relating to revenue bonds of the Territory of Hawaii," and Act No. 95 of the Session Laws of 1947 of the Territory of Hawaii, entitled "An act relating to Territorial and county public improvements and the financing thereof by the issuance of revenue bonds"; without amendment (Rept. No. 1675). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4091. A bill to ratify Act 237 of the Session Laws of Hawaii 1947; without amendment (Rept. No. 1676). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4201. A bill to authorize payments to the public-school district or districts serving the Fort Peck project, Montana, for the education of dependents of persons engaged on that project; with amendments (Rept. No. 1677). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4203. A bill to establish eligibility for burial in national cemeteries, and for other purposes; with amendments (Rept. No. 1678). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4512. A bill to provide for the conveyance of certain land to the Northeastern State Teachers College at Tahlequah, Okla.; with amendments (Rept. No. 1679). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4551. A bill to provide for the addition of certain surplus Government lands to the Cape Hatteras National Seashore Recreational Area project, and for other purposes; without amendment (Rept. No. 1680). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4642. A bill to provide for disposition and use of tribal funds of the Navajo Tribe of Indians; without amendment (Rept. No. 1681). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4722. A bill to provide for the utilization as national cemeteries of surplus Army Department owned military real property at Fort Devens, Mass.; Fort Logan, Colo.; and Fort Lewis, Wash.; with amendments (Rept. No. 1682). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 4966. A bill directing the Secretary of the Interior to sell and lease certain houses, apartments, and lands in Boulder City, Nev.; with amendments (Rept. No. 1683). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5155. A bill to authorize the Secretary of the Interior to have made by the Public Roads Administration and the National Park Service a joint reconnaissance survey of the Chesapeake and Ohio Canal between Great Falls, Md., and Cumberland, Md., and to report to the Congress upon the advisability and practicability of constructing thereon a parkway, and for other purposes; without amendment (Rept. No. 1684). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5173. A bill to amend section 203 of the Hawaiian Homes Commission Act, designating certain public lands as available home lands; without amendment (Rept. No. 1685). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5175. A bill to confirm and ratify Act 205 of the session laws of 1947 of the Territory of Hawaii, relating to the issuance of public-improvement bonds; without amendment (Rept. No. 1686). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5244. A bill to amend an act entitled "An act to allow credit in connection with certain homestead entries for military or naval service rendered during World War II"; with an amendment (Rept. No. 1687). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5262. A bill to authorize the sale of Indian lands acquired under the act of June 18, 1934, and under the act of June 26, 1926; with an amendment (Rept. No. 1688). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5609. A bill to authorize the survey of a proposed Mississippi River Parkway for the purpose of determining the feasibility of such a national parkway, and for other purposes; without amendment (Rept. No. 1689). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5651. A bill authorizing the Secretary of the Interior to convey certain lands in South Dakota for municipal or public purposes; with an amendment (Rept. No. 1690). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5669. A bill to provide for adjustment of irrigation charges on the Flathead Indian irrigation project, Montana, and for other purposes; with amendments (Rept. No. 1691). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5763. A bill to authorize the sale of certain public lands in San Juan County, Utah, to the Southwest Indian Mission, Inc.; without amendment (Rept. No. 1692). Re-

ferred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5816. A bill to amend the act of April 25, 1947, relating to the establishment of the Theodore Roosevelt National Memorial Park, and for other purposes; without amendment (Rept. No. 1693). Referred to the Committee of the Whole House on the State of the Union.

Mr. WELCH: Committee on Public Lands. H. R. 5822. A bill to establish the Saratoga National Historical Park, in the State of New York, from the lands that have been acquired by the Federal Government for that purpose pursuant to the act of June 1, 1938 (52 Stat. 608), and for other purposes; without amendment (Rept. No. 1694). Referred to the Committee of the Whole House on the State of the Union.

#### REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. WELCH: Committee on Public Lands. S. 608. An act authorizing and directing the Secretary of the Interior to issue a patent in fee to Growing Four Times; with an amendment (Rept. No. 1665). Referred to the Committee of the Whole House.

Mr. WELCH: Committee on Public Lands. S. 714. An act authorizing the Secretary of the Interior to issue a patent in fee to Claude E. Milliken; with amendments (Rept. No. 1666). Referred to the Committee of the Whole House.

#### PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. HINSHAW:

H. R. 6144. A bill to provide for coordination of aviation policy, to improve the administration of the Civil Aeronautics Act of 1938, and to provide for an Independent Office of Air Safety, and for other purposes; to the Committee on Interstate and Foreign Commerce.

H. R. 6145. A bill to exempt air carriers from statutory provisions requiring payments for compensation for customs employees' overtime services, and for other purposes; to the Committee on Ways and Means.

By Mr. STEFAN:

H. R. 6146. A bill to amend the Civil Aeronautics Act of 1938, as amended, by limiting the liability of certain persons not in possession of aircraft; to the Committee on Interstate and Foreign Commerce.

By Mr. WOLVERTON:

H. R. 6147. A bill to amend the Civil Aeronautics Act of 1938, as amended, with respect to local enforcement of safety regulations of civil aviation, and for other purposes; to the Committee on Interstate and Foreign Commerce.

H. R. 6148. A bill to amend the Civil Aeronautics Act of 1938, as amended, to make further provision for the recording of title to, interests in, and encumbrances upon certain aircraft, and for other purposes; to the Committee on Interstate and Foreign Commerce.

H. R. 6149. A bill to amend the Civil Aeronautics Act of 1938, as amended, to provide for the regulation of interstate contract carriers by air, and for other purposes; to the Committee on Interstate and Foreign Commerce.

By Mr. STEFAN:

H. R. 6150. A bill to repeal the tax on transportation of persons and the tax on

transportation of property, and for other purposes; to the Committee on Ways and Means.

H. R. 6151. A bill to amend the Immigration Acts of 1917 and 1924 to permit the mitigation of certain fines, and for other purposes; to the Committee on the Judiciary.

By Mr. CLASON:

H. R. 6152. A bill to provide for the settlement of claims arising from the termination of contracts of the armed services, and for other purposes; to the Committee on the Judiciary.

H. R. 6153. A bill to authorize the United States Maritime Commission to provide for the development of lighter-than-air rigid airships for commercial use; to the Committee on Merchant Marine and Fisheries.

H. R. 6154. A bill to exempt Canadian citizens and aircraft crewmen from certain visa requirements; to the Committee on the Judiciary.

H. R. 6155. A bill to provide for the planning of military aircraft requirements, to authorize the development and procurement of military aeronautical equipment, and for other purposes; to the Committee on Armed Services.

By Mr. CASE of South Dakota:

H. R. 6156. A bill to provide for the more expeditious carriage of domestic and foreign first-class mail by air, and for other purposes; to the Committee on Post Office and Civil Service.

H. R. 6157. A bill to provide for an air parcel-post service, and for other purposes; to the Committee on Post Office and Civil Service.

By Mr. KILDAY:

H. R. 6158. A bill to establish the composition of the Air Force essential to the defense and security of the United States, and for other purposes; to the Committee on Armed Services.

By Mr. BUCK:

H. R. 6159. A bill to amend section 3 of the act of June 18, 1934, relating to the establishment of foreign-trade zones; to the Committee on Ways and Means.

By Mr. CELLER:

H. R. 6160. A bill to amend section 3 of the act of June 18, 1934, relating to the establishment of foreign-trade zones; to the Committee on Ways and Means.

By Mr. CURTIS:

H. R. 6161. A bill authorizing the construction of certain public works at Beatrice, Nebr., for flood control; to the Committee on Public Works.

By Mr. DINGELL:

H. R. 6162. A bill to make imported beer and other similar imported fermented liquors subject to the internal-revenue tax on fermented liquor; to the Committee on Ways and Means.

By Mr. FELLOWS:

H. R. 6163. A bill to authorize for a limited period of time the admission of displaced persons into the United States for permanent residence, and for other purposes; to the Committee on the Judiciary.

By Mr. LEA:

H. R. 6164. A bill to amend the Interstate Commerce Act and the Civil Aeronautics Act of 1938 so as to penalize black marketing of transportation tickets; to the Committee on Interstate and Foreign Commerce.

By Mr. ANDREWS of New York:

H. R. 6165. A bill to establish the office of the Inspector General, United States Air Force, and for other purposes; to the Committee on Armed Services.

By Mr. BAKEWELL:

H. R. 6166. A bill to provide for the temporary retention in the United States of certain German paintings; to the Committee on Armed Services.

By Mr. COLE of Kansas:

H. R. 6167. A bill to allow a deduction, for income-tax purposes, of expenditures made incident to the prevention of erosion of agricultural land; to the Committee on Ways and Means.

By Mr. HART:

H. R. 6168. A bill to authorize the coinage of 50-cent pieces in commemoration of the fiftieth anniversary of the founding of the town of West New York, N. J.; to the Committee on Banking and Currency.

By Mr. DAVIS of Georgia:

H. R. 6169. A bill to allow retention credits to employees of the United States who were civilian prisoners of war; to the Committee on Post Office and Civil Service.

By Mr. LANDIS:

H. R. 6170. A bill to provide pensions for veterans of World War I; to the Committee on Veterans' Affairs.

By Mr. McMAHON:

H. R. 6171. A bill to amend the National Service Life Insurance Act of 1940 so as to authorize the renewal of 5-year level-premium term policies; to the Committee on Veterans' Affairs.

By Mr. PHILLIPS of Tennessee:

H. R. 6172. A bill to repeal the retailers' excise tax on toilet preparations and on luggage, purses, and similar articles; to the Committee on Ways and Means.

By Mr. HINSHAW:

H. J. Res. 369. Joint resolution to establish a Joint Congressional Committee on Aviation Policy, and for other purposes; to the Committee on Rules.

By Mr. CASE of South Dakota:

H. J. Res. 370. Joint resolution to establish a Temporary Commission on Military Contract Audits; to the Committee on Armed Services.

By Mr. ROSS:

H. J. Res. 371. Joint resolution to authorize the issuance of a stamp commemorative of the golden anniversary of the consolidation of the Boroughs of Manhattan, Bronx, Brooklyn, Queens, and Richmond, which boroughs now comprise New York City; to the Committee on Post Office and Civil Service.

By Mr. DORN:

H. Con. Res. 181. Concurrent resolution relating to peacetime composition of the Air Force; to the Committee on Armed Services.

By Mr. THOMAS of New Jersey:

H. Res. 522. Resolution directing the Secretary of Commerce to transmit to the House of Representatives a certain letter with respect to Dr. Edward U. Condon, Director of the National Bureau of Standards; to the Committee on Interstate and Foreign Commerce.

#### PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. McCONNELL:

H. R. 6173. A bill to confer jurisdiction on the Court of Claims to hear and determine the claim of Preston L. Watson as administrator of the goods and chattels, rights and credits, which were of Robert A. Watson, deceased; to the Committee on the Judiciary.

By Mr. SOMERS:

H. R. 6174. A bill for the relief of John Francis Sweeney; to the Committee on the Judiciary.

#### PETITIONS, ETC.

Under clause 1 of rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

1736. By Mr. CLASON: Memorial of the General Court of Massachusetts to the Congress of the United States, urging the enact-

gins at any time may be substantially greater or even somewhat less than marketing costs, depending on the degree of competition in the marketing system and market conditions. Activities Designed To Reduce Marketing Margins

(1) Marketing agreements: Regulation of the flow of commodities to market under these programs assures buyers of relatively steady market conditions, permitting them to reduce their margins. Producers and their associations can bargain more effectively when the volume moving into trade channels is controlled. Furthermore, the milk-marketing-agreement programs assure all producers of a uniform price based on prices of milk products in the several channels of utilization.

(2) Giving publicity to consumers regarding relatively cheap and abundant foods: Activities under this heading enable consumers to time their buying plans in respect to seasonal surpluses and to know whether the prices being charged reflect general marketing conditions.

(3) Grading, standardization, and inspection: The extensive services of this nature rendered by the Department in connection with all commodities improves the bargaining position of individual producers and shippers by avoiding doubt and arguments regarding the quality of the product, and also contribute to reduce margins by minimizing risks assumed by buyers.

(4) Wholesale market news service: The Nation-wide market news service of the Department, covering important shipping points as well as terminal markets, furnishes information to producers, shippers, and the general public regarding market conditions which eliminates the disadvantage they would otherwise suffer in bargaining with better informed large buyers. Market news also reduces risks assumed by buyers, thus tending to reduce margins.

(5) Retail market news: Research is being conducted on the feasibility of retail market news service designed to keep producers and shippers informed of prices and volume of sales in retail markets. Consumers also would have access to this information, enabling them to avoid purchases at prices inflated by unduly large retail or other marketing margins.

(6) Regulatory acts: The Department administers a number of regulatory acts, nearly all of which tend to increase the bargaining power of farmers and shippers and hence reduce marketing margins. Two of them may be cited as examples. Activities conducted under the Perishable Agricultural Commodities Act suppress unfair and fraudulent practices in the marketing of fresh fruits and vegetables, such as rejection of shipments or failure to deliver without reasonable cause, the making of false or misleading statements for a fraudulent purpose, and failure to account correctly for returns received from consignments, and requires all produce commission merchants, dealers, and brokers operating in interstate commerce to secure a license from the Department. Regulations under the Packers and Stockyards Act are designed to prevent unfair practices on the part of packers, live-poultry dealers, stockyards owners, and other market agencies engaged in interstate commerce in meats, livestock, and poultry or eggs.

(7) Policing freight rates (sec. 201, Agricultural Adjustment Act of 1938): Under this authority the Department files and prosecutes complaints before the Interstate Commerce Commission with respect to rates, charges, and practices relating to the transportation of farm products. It is roughly estimated that, as a result of cases in which the Department has represented the interests of farmers, shippers are paying about \$1,000,000,000 less per year in transportation charges than they otherwise would have paid.

The spread between farmers and consumers is correspondingly reduced.

(8) Research: A number of research projects conducted by PMA under the Research and Marketing Act or other authorization are designed, at least partly, to contribute to reduced margins. Example are: A project dealing with the effects on returns to producers of different methods of weighing, grading, and testing milk, a matter which has been a sore point among dairy producers for many years; a study of marketing practices affecting prices of livestock; and an analysis of the feasibility of prepackaging and shipping branded packs of fruits and vegetables from points of origin by individual shippers, which might give them individual bargaining power in dealing with buyers in the consuming market.

#### Activities Designed To Reduce Marketing Costs

The spread between the farmer and the consumer may be reduced materially by activities of the type listed in the preceding section, which tend to reduce margins without necessarily affecting actual costs of marketing. But the most effective potential means of reducing the over-all spread is by reducing the actual expenses of operation of marketing agencies. Inefficiency is a more important cause of high margins than are exorbitant profits of marketing agencies. This is shown by marketing cost studies which have been made by the Bureau of Agricultural Economics and other agencies.

The PMA research and service activities designed to reduce costs of marketing may be summarized as follows:

(1) Reducing the steps in marketing: Or, reducing the number of agencies through which commodities must pass on their way from the producer to the consumer. This is a difficult field to explore, but a research project is planned to begin shortly.

(2) Coordination of marketing steps: Or, facilitating the market transactions between the various segments of the marketing system to minimize friction, risk and waste. The market news, grading and standardization and inspection activities of the Department contribute to this end. One of the most effective means of bringing about such coordination is through the type of activity engaged in by many State marketing bureaus in collaboration with the Production and Marketing Administration.

(3) Technological improvements: A number of Production and Marketing Administration activities fall in this field. For example, a study of the place of frozen foods in the marketing of perishable agricultural commodities will deal with the use of this new method of merchandising in reducing marketing costs as well as expanding market outlets. Another study conducted under the general supervision of the Production and Marketing Administration consists of the training of retailers in improved merchandising practices for fresh fruits and vegetables, many of which are designed to reduce costs of handling. The prepackaging of fruits and vegetables and fresh meats, the prepackaging and self-service selling of cotton and wool textiles, and improved merchandising techniques for eggs and butterfat, are other projects in this field. Another one deals with improved containers and loading techniques to reduce loss and damage in the shipment of agricultural perishables. The work of the State marketing bureaus, under the project supervised by the Production and Marketing Administration, is centered to a considerable extent upon helping local marketing agencies to adopt modern techniques which will reduce costs of operation.

(4) Improved marketing facilities: At least a dozen projects in the Production and Marketing Administration relate to the reduction of marketing costs through the improvement

of marketing facilities. One of the principal lines of activity is the improvement of terminal market, secondary market, and concentration point facilities for fresh fruits and vegetables. In the case of New York it is estimated that the cost of handling between the city limits and the retail stores could be reduced by more than 20 percent through proper improvements in marketing facilities. Other projects relate to the development of new transportation facilities such as improved refrigerator cars and trucks, more efficient cotton ginning equipment, facilities for the storage of oil seeds and grain, better drying equipment for grain, improved public stockyards facilities, and the improvement of processing facilities for eggs, poultry, tobacco, and oilseeds.

(5) Increasing volume: One of the most effective means of reducing marketing costs is to take advantage of the lower per unit cost associated with the handling of large volume. Several projects are under way in this field. The education of retail fruit and vegetable dealers is designed partly to increase the volume of business handled by individual retail units. Several projects designed to improve merchandising practices in the handling of other commodities look to the expansion of volume and consequent reduction of cost.

(6) Improved management efficiency: Research and Marketing Act projects deal with improving the efficiency of wholesalers and retailers. These two types of marketing agencies together account for a considerable part of total marketing margins. Retailing alone in 1939 accounted for about 40 percent of the total spread between the farmer and the consumer for all agricultural commodities. There has been a tendency in past marketing research and service activities to concentrate effort at the farm end of the marketing system rather than at the consumer end, where most of the marketing charges are incurred. This deficiency is being rectified in connection with the projects of the Production and Marketing Administration under the Research and Marketing Act. Other projects in the field of management improvement include those dealing with work simplification. Studies have indicated that labor costs in processing plants and other marketing agencies can be very substantially reduced through the application of scientific labor management practices such as time and motion studies. The State Marketing Bureaus in collaboration with the Production and Marketing Administration also are doing work designed to improve the efficiency of marketing agencies.

#### MESSAGE FROM THE PRESIDENT OF THE UNITED STATES—LOAN TO FINANCE CONSTRUCTION OF PERMANENT HEADQUARTERS OF UNITED NATIONS IN UNITED STATES (H. DOC. NO. 595)

The SPEAKER laid before the House the following message from the President of the United States, which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered printed:

#### To the Congress of the United States:

I transmit herewith for the consideration of the Congress an agreement between the United States and the United Nations concerning a loan of \$65,000,000, without interest, to be made by the United States to the United Nations to finance the construction of the permanent headquarters of the United Nations in the United States. I also enclose a letter from the Acting Secretary of State regarding this agreement.

The decision of the United Nations to locate its permanent headquarters in the

United States was made pursuant to an invitation unanimously extended by concurrent resolution of the Congress on December 10 and 11, 1945. The specific site for the headquarters was chosen in December 1946. The United Nations is still operating in makeshift temporary headquarters. It is essential, not only for the effective operation of the United Nations but for the continued prestige and leadership of the United States, as host to the United Nations, that adequate physical facilities be promptly furnished for the conduct of its business.

During the course of the second regular session of the General Assembly in New York last fall, it appeared that, in view of the critical dollar shortage confronting most of the members of the Organization, the only satisfactory way of providing for the prompt construction of the permanent home for the United Nations was a loan by the United States. In view of this fact and taking into consideration the economic and financial advantages that would accrue to the United States from this project, I authorized Ambassador Warren R. Austin, as Representative of the United States to the United Nations, to state that I would request the Congress to approve the making of a \$65,000,000 interest-free loan for this purpose. This loan would be repaid in annual installments from the ordinary budget of the United Nations, according to an agreed schedule of repayments. This offer was accepted by the General Assembly of the United Nations on the express understanding that it was subject to the approval of the Congress.

It is my hope that the Congress will carefully consider this proposal and grant its approval. The construction of the permanent headquarters of the United Nations will be tangible evidence to the world that the United States is supporting to the full the institution to which he peoples of all nations are looking as their best hope for freedom from the fear of war.

HARRY S. TRUMAN,  
THE WHITE HOUSE, April 7, 1948.

(Enclosures: 1. Agreement between the United States and the United Nations concerning a loan of \$65,000,000; 2. Letter from the Acting Secretary of State regarding the loan agreement.)

#### RESIGNATION AS MEMBER OF THE BOARD OF VISITORS TO THE UNITED STATES NAVAL ACADEMY

The SPEAKER laid before the House the following letter, which was read:

APRIL 6, 1948.

HON. JOSEPH MARTIN,  
Speaker of the House,  
House of Representatives,  
Washington, D. C.

DEAR MR. SPEAKER: I herewith tender my resignation as a member of the Board of Visitors to the United States Naval Academy.

Sincerely,

LYNDON B. JOHNSON.

The SPEAKER. Without objection, the resignation will be accepted.  
There was no objection.

#### APPOINTMENT AS MEMBER TO THE BOARD OF VISITORS, UNITED STATES NAVAL ACADEMY

The SPEAKER. Pursuant to the provisions of title 34, section 1081, United

States Code, the Chair appoints as a member of the Board of Visitors to the United States Naval Academy to fill the existing vacancy thereon the gentleman from Texas [Mr. BURLESON].

#### AMENDMENT OF FEDERAL-AID ROAD ACT

Mr. ALLEN of Illinois, from the Committee on Rules, reported the following privileged resolution (H. Res. 521, Rept. No. 1663), which was referred to the House Calendar and ordered to be printed:

*Resolved*, That immediately upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes. That after general debate, which shall be confined to the bill and continue not to exceed 3 hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Public Works, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

#### INDEPENDENT OFFICES APPROPRIATION BILL, 1949

Mr. WIGGLESWORTH. Mr. Speaker, I ask unanimous consent to have until midnight tonight to file a conference report on the bill (H. R. 5214) making appropriations for the Executive Office and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1949, and for other purposes.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

Mr. WIGGLESWORTH submitted the following conference report and statement:

#### CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5214) making appropriations for the Executive Office and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1949, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 4, 5, 6, 14, and 20.

That the House recede from its disagreement to the amendments of the Senate numbered 3, 11, 12, 15, 16, and 19, and agree to the same.

Amendment numbered 2: That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment as follows: In line 5 of the matter inserted by said amendment strike out "\$100,000" and insert "\$200,000"; and the Senate agree to the same.

Amendment numbered 7: That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$6,310,000"; and the Senate agree to the same.

Amendments numbered 8: That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment as follows: Restore the matter stricken out by said amendment, amended to read as follows: "of which amount not to exceed \$3,695,500 may be expended for personal services in the District of Columbia"; and the Senate agree to the same.

Amendment numbered 9: That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$3,401,510"; and the Senate agree to the same.

Amendment numbered 10: That the House recede from its disagreement to the amendment of the Senate numbered 10, and agree to the same with an amendment as follows: In lieu of the matter inserted by said amendment insert the following: "and not less than \$207,000 shall be available for the Trade Practice Conference Rule work"; and the Senate agree to the same.

Amendment numbered 18: That the House recede from its disagreement to the amendment of the Senate numbered 18, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$9,131,317"; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 1, 13, and 17.

R. B. WIGGLESWORTH,  
JOHN PHILLIPS,  
CHAS. R. ROBERTSON,  
F. R. COUDERT, Jr.,  
JOE HENDRICKS,  
ALBERT THOMAS,

*Managers on the Part of the House.*

CLYDE M. REED,  
STYLES BRIDGES,  
C. WAYLAND BROOKS,  
THEODORE FRANCIS GREEN,  
KENNETH MCKELLAR,

*Managers on the Part of the Senate.*

#### STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5214) making appropriations for the Executive Office, and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1949, and for other purposes, submit the following report in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

Amendment No. 1, relating to additional services for the White House Office: Reported in disagreement.

Amendment No. 2: Appropriates \$200,000 as an emergency fund for the President, instead of \$100,000, as proposed by the Senate, and \$700,000, as proposed by the House.

Amendment No. 3: Appropriates \$2,992,000, as proposed by the Senate, instead of \$3,192,000, as proposed by the House, for salaries and expenses, Bureau of the Budget, with the understanding that the reduction of \$200,000 shall be applied to divisions other than the "Estimates and fiscal divisions" and those engaged in strictly budgetary work.

Amendment No. 4: Appropriates \$300,000, as proposed by the House, instead of \$350,000, as proposed by the Senate, for the Council of Economic Advisers.

Amendment No. 5: Strikes out the provision of the Senate appropriating \$18,000 for salaries and expenses of the library of the Office of Government Reports.

Amendments Nos. 6, 7, and 8, relating to the Federal Communications Commission: Appropriates \$6,310,000 for salaries and expenses, instead of \$6,260,000, as proposed by the House, and \$6,300,000, as proposed by the Senate, and restores the provision of the House limiting funds available for personal

80TH CONGRESS } HOUSE OF REPRESENTATIVES } REPORT  
2d Session } No. 1663

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## CONSIDERATION OF H. R. 5888

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APRIL 7, 1948.—Referred to the House Calendar and ordered to be printed

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Mr. ALLEN of Illinois, from the Committee on Rules, submitted the following

### REPORT

[To accompany H. Res. 521]

The Committee on Rules, having had under consideration House Resolution 521, report the same to the House with the recommendation that the Resolution do pass.





80TH CONGRESS  
2D SESSION

# H. RES. 521

[Report No. 1663]

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## IN THE HOUSE OF REPRESENTATIVES

APRIL 7, 1948

Mr. ALLEN of Illinois, from the Committee on Rules, reported the following resolution; which was referred to the House Calendar and ordered to be printed

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## RESOLUTION

1       *Resolved*, That immediately upon the adoption of this  
2 resolution it shall be in order to move that the House resolve  
3 itself into the Committee of the Whole House on the State  
4 of the Union for the consideration of the bill (H. R. 5888)  
5 to amend and supplement the Federal-Aid Road Act ap-  
6 proved July 11, 1916 (39 Stat. 355), as amended and  
7 supplemented, to authorize appropriations for continuing the  
8 construction of highways, and for other purposes. That  
9 after general debate, which shall be confined to the bill and  
10 continue not to exceed three hours, to be equally divided  
11 and controlled by the chairman and ranking minority mem-  
12 ber of the Committee on Public Works, the bill shall be  
13 read for amendment under the five-minute rule. At the con-

1 clusion of the consideration of the bill for amendment, the  
2 Committee shall rise and report the bill to the House with  
3 such amendments as may have been adopted and the previous  
4 question shall be considered as ordered on the bill and  
5 amendments thereto to final passage without intervening  
6 motion except one motion to recommit.

House Calendar No. 197

80<sup>TH</sup> CONGRESS  
2<sup>D</sup> Session

**H. RES. 521**

[Report No. 1663]

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## RESOLUTION

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Providing for the consideration of the bill  
(H. R. 5888) to amend and supplement the  
Federal-Aid Road Act approved July 11,  
1916 (39 Stat. 355), as amended and supple-  
mented, to authorize appropriations for con-  
tinuing the construction of highways, and  
for other purposes.

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By Mr. ALLEN of Illinois

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APRIL 7, 1948

Referred to the House Calendar and ordered to be  
printed





Rejected, 19-25, an amendment by Rep. Anderson, Calif., to provide that a research laboratory shall not be established in any State unless the Governor gives his approval (p. 4365), and rejected, 16-31, an amendment by Rep. Buck, N.Y., to provide that the laboratory be located on an island separated by one-half mile of navigable water (pp. 4365-6).

S. 2038, a similar Senate bill was then passed with the language of H.R. 5098 inserted as an amendment (pp. 4366-7).

14. ROADS; FEDERAL AID. Agreed to a resolution for the consideration of H.R. 5888, to authorize appropriations for continuing highway construction under the Federal-Aid Road Act (pp. 4368-75). Majority Leader Halleck announced that the bill will be debated on Mon., Apr. 12 (p. 4370).
15. VIRGIN ISLANDS CORPORATION. The Public Lands Committee reported with amendments H.R. 5904, to incorporate the Virgin Islands Corporation (H.Rept. 1699) (p. 4379).
16. FLOOD CONTROL. Rep. E.A. Hall, N.Y., spoke in favor of flood control works on the Susquehanna River in N.Y. (pp. 4375-8).
17. OLEOMARGARINE. Rep. Gross, Miss., compared the purity of oleomargarine and butter (p. 4358).  
Rep. Foote, Conn., urged the repeal of taxes on oleomargarine (p. 4360).
18. ALCOHOL PLANTS. In reporting H.R. 6096 (see Digest 63) the Agriculture Committee struck out the authorization for the Department to sell the plants. The committee report states, in part: "The committee concurs in the request of the Secretary of Agriculture for transfer of the Muscatine plant to the Department of Agriculture. It believes, however, that the reasons advanced for retaining ownership of that plant in the Department apply with equal validity to the Kansas City and Omaha plants..."
19. ADJOURNED until Mon., Apr. 12 (p. 4378).

#### BILLS INTRODUCED

20. PERSONNEL. S. 2470, by Sen. Martin, Pa., to grant time to employees in the executive branch of the Government to participate, without loss of pay or deduction from annual leave, in funerals for deceased members of the armed forces returned to the U.S. for burial. To Post Office and Civil Service Committee. (p. 4325).  
S. 2474, by Sen. Vandenberg, Mich., to authorize the furnishing of services and the temporary detail of U.S. employees to public international organizations. To Foreign Relations Committee. (p. 4325.)
21. RECLAMATION. S. 2473, by Sen. McCarran, Nev., to provide for the allocation of the cost of Davis Dam and Davis Dam Reservoir. To Interior and Insular Affairs Committee. (p. 4325.)

#### ITEMS IN APPENDIX

22. FOOT-AND-MOUTH DISEASE RESEARCH. Speech in the House by Rep. Worley, Tex., discussing with other Members means of eradicating the foot-and-mouth disease and inserting Tex. cattlemen's resolutions on the subject (pp. A2277-82).
23. ST. LAWRENCE SEAWAY. Extension of remarks of Rep. Anderson, Minn., favoring this project and including a newspaper editorial on the subject (p. A2235).

24. FOREIGN AID. Rep. Eaton, N.J., inserted a statement on the details of administration of the Economic Cooperation Administration (pp. A2290-1).
25. LABOR. Rep. Tollefson, Wash., inserted informational statements on H.R. 4708, to provide for a labor extension service (pp. A2297-9).

BILL APPROVED BY THE PRESIDENT

26. TRADE STATISTICS. H.R. 3229 repeals the Act of Apr. 29, 1902, providing for procurement of statistics of trade between the U.S. and its noncontiguous territory. Approved Apr. 7 (Public Law 476, 80th Cong.).

COMMITTEE HEARING Released by G.P.O.

27. ARMY DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1949. H.R. 5524. Senate Appropriations Committee.

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COMMITTEE HEARINGS ANNOUNCEMENTS for Apr. 9: H. Agriculture, permit banks for cooperatives to convert to farmer ownership (Duggan and Wells, FCA, to testify); H. Public Works, flood-control omnibus bill; H. Veterans' Affairs, veterans' homesteads; H. Armed Services, permit use of oleomargarine by armed forces; S. Appropriations, Treasury-Post Office and first deficiency appropriations; S. Armed Services, UMT (ex.); H. Appropriations, deficiency, Interior, and Military Establishments appropriations (ex.); H. Public Lands, add lands to T. Roosevelt Nat'l. Mon. Park, N.Dak.; and Reclamation Act amendments. For Apr. 13: H. Agriculture, fertilizer research.

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For supplemental information and copies of legislative material referred to, call Ext. 4654 or send to Room 113 Adm. Arrangements may be made to be kept advised, routinely, of developments on any particular bill.

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Mr. HOPE. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. HOPE: Strike out all after the enacting clause of the bill S. 2038 and insert the provisions of H. R. 5098, as amended, as follows:

*Be it enacted, etc.,* That the act of May 29, 1884 (23 Stat. 31), as amended, is hereby amended by adding a new section 12 reading as follows:

"Sec. 12. The Secretary of Agriculture is authorized to establish research laboratories, including the acquisition of necessary land, buildings, or facilities, and also the making of research contracts under the authority contained in section 10 (a) of the Bankhead-Jones Act of 1935, as amended by the Research and Marketing Act of 1946, for research and study, in the United States or elsewhere, of foot-and-mouth disease and other animal diseases which in the opinion of the Secretary constitute a threat to the livestock industry of the United States: *Provided*, That no live virus of foot-and-mouth disease may be introduced for any purpose into any part of the mainland of the United States except coastal islands separated therefrom by waters navigable for deep-water navigation, and except further, that in the event of outbreak of foot-and-mouth disease in this country, the Secretary of Agriculture may, at his discretion, permit said virus to be brought into the United States under adequate safeguards. To carry out the provisions of this section the Secretary is authorized to employ technical experts or scientists without regard to the Classification Act: *Provided*, That the number so employed shall not exceed five and that the maximum compensation for each shall not exceed \$15,000 per annum. There is hereby authorized to be appropriated such sums as Congress may deem necessary; in addition, the Secretary is authorized to utilize, in carrying out this section, funds otherwise available for the control or eradication of such diseases."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

A similar House bill (H. R. 5098) was laid on the table.

#### PRIVILEGE OF THE HOUSE

Mr. THOMAS of New Jersey. Mr. Speaker, I rise to a question of the privilege of the House and ask that a subpoena with which I have been served be read by the Clerk.

The SPEAKER. The Clerk will read the subpoena.

The Clerk read as follows:

DISTRICT COURT OF THE UNITED STATES FOR THE DISTRICT OF COLUMBIA

THE UNITED STATES VERSUS JOHN H. LAWSON,  
NO. 1352-47 CRIMINAL

The President of the United States to Hon. J. PARNELL THOMAS, 318 Old House Office Building and bring with you copy of subpoena served on John Howard Lawson:

You are hereby commanded to attend the said court on Monday, April 12, 1948, at 1:30 o'clock p. m., to testify on behalf of the United States, and not depart the court without leave of the court or district attorney.

Witness the Honorable Bolitha J. Laws, chief justice of said court, this 7th day of April A. D. 1948.

HARRY M. HULL,  
Clerk.

By MARGARET L. BOSWELL,  
Deputy Clerk.

Mr. THOMAS of New Jersey. Mr. Speaker, I have been subpoenaed to appear before the District Court of the

United States for the District of Columbia to testify on Monday, April 12, 1948, at 1:30 p. m., in the case of the United States against John H. Lawson, which is a congressional contempt proceeding. Under the precedents of the House I am unable to comply with this subpoena without the consent of the House, the privileges of the House being involved. I therefore submit the matter for the consideration of this body.

Mr. MICHENER. Mr. Speaker, I offer a resolution (H. Res. 524) and ask for its immediate consideration.

The Clerk read as follows:

Whereas Representative J. PARNELL THOMAS, a Member of this House, has been served with a subpoena duces tecum to appear as a witness before the District Court of the United States for the District of Columbia to testify at 1:30 p. m., on the 12th day of April 1948, in the case of the United States versus John H. Lawson, criminal No. 1352-47; and

Whereas by the privileges of the House no Member is authorized to appear and testify but by the order of the House: Therefore be it Resolved, That Representative J. PARNELL THOMAS is authorized to appear in response to the subpoena duces tecum of the District Court of the United States for the District of Columbia on Monday, April 12, 1948, in the case of the United States versus John H. Lawson; and be it further

Resolved, That a copy of these resolutions be transmitted to the said court as a respectful answer to the subpoena of the said court.

The SPEAKER. The question is on agreeing to the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### EXTENSION OF REMARKS

Mr. JAVITS asked and was granted permission to extend his remarks in the Appendix of the RECORD and include a resolution.

#### SPECIAL ORDER GRANTED

Mr. COLMER. Mr. Speaker, at the conclusion of the regular business of the House today and any other special orders, I ask unanimous consent to address the House for 20 minutes.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

#### INTERNATIONAL LABOR ORGANIZATION—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 603)

The SPEAKER laid before the House the following message from the President of the United States, which was read by the Clerk, and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

#### To the House of Representatives of the United States:

In accordance with the obligations of the Government of the United States of America as a member of the International Labor Organization, I transmit herewith authentic texts of three conventions and two recommendations formulated at the twenty-ninth session of the International Labor Conference, held at Montreal from September 19 to October 9, 1946. Those conventions and recommendations are as follows:

Convention (No. 77) concerning medical examination for fitness for employment in industry of children and young persons;

Convention (No. 78) concerning medical examination of children and young persons for fitness for employment in nonindustrial occupations;

Convention (No. 79) concerning the restriction of night work of children and young persons in nonindustrial occupations;

Recommendation (No. 79) concerning the medical examination for fitness for employment of children and young persons; and

Recommendation (No. 80) concerning the restriction of night work of children and young persons in nonindustrial occupations.

I transmit also the report of the Acting Secretary of State regarding those Conventions and Recommendations, together with a copy of a letter addressed by the Secretary of Labor to the Secretary of State with respect to those Conventions and Recommendations.

In view of the opinions expressed by the Acting Secretary of State and the Secretary of Labor in the enclosed report and letter, I am not requesting at this time the advice and consent of the Senate to ratification of the three Conventions and am not recommending for the present the enactment of legislation to implement the three Conventions and two Recommendations transmitted herewith. Upon the entry into force of the Constitution of the International Labor Organization Instrument of Amendment, which is expected to occur soon, it is planned that further referral of the enclosed Conventions and Recommendations be made under the provisions of Article 19 of the revised Constitution. The request that no action be taken at present with respect to implementation of the enclosed instruments should not be construed in any sense, therefore, as a rejection on the part of the United States of America of those instruments or of the principles set forth therein.

I am also referring the texts of the Conventions and Recommendations to the Senate.

HARRY S. TRUMAN.

THE WHITE HOUSE, April 8, 1948.

(Enclosures: 1. Report of the Acting Secretary of State; 2. Letter from the Secretary of Labor; 3. Authentic texts of Conventions and Recommendations.)

DEPARTMENT OF STATE,  
Washington, April 7, 1948.

The PRESIDENT,  
The White House.

The PRESIDENT: The undersigned, the Acting Secretary of State, has the honor to lay before the President, with a view to their transmission to the Senate and the House of Representatives, in accordance with the obligations of the Government of the United States of America as a member of the International Labor Organization, authentic texts of three conventions and two recommendations formulated at the twenty-ninth session of the International Labor Conference, held at Montreal from September 19, to October 9, 1946.

Those conventions and recommendations are, as follows:

Convention (No. 77) concerning medical examination for fitness for employment in industry of children and young persons;

Convention (No. 78) concerning medical examination of children and young persons for fitness for employment in nonindustrial occupations;

Convention (No. 79) concerning the restriction of night work of children and young persons in nonindustrial occupations;

Recommendation (No. 79) concerning the medical examination for fitness for employment of children and young persons; and

Recommendation (No. 80) concerning the restriction of night work of children and young persons in nonindustrial occupations.

There is enclosed herewith a letter from the Secretary of Labor dated April 1, 1948, expressing the coordinated views of the executive departments and agencies concerned with respect to the above-listed conventions and recommendations. It is proposed in that letter "that the conventions not be ratified, and that no action be taken presently with respect to the recommendations."

The latter proposal results from the fact that article 19 of the constitution of the International Labor Organization Instrument of Amendment, which is expected to enter into force in the near future, embodies changes in the obligations of Federal governments with respect to referral of conventions and recommendations to the appropriate Federal, State, provincial, or cantonal authorities for the enactment of legislation or other action. Inasmuch as some of those changes require careful analysis and interpretation to establish the exact nature of this Government's obligations, it is believed that before requesting congressional action the interested departments and agencies should make a detailed analysis of the present conventions and recommendations and of existing laws and regulations in order to prepare specific recommendations concerning further legislation or regulations which may be needed to effectuate the standards established in the conventions and recommendations.

It is recommended, accordingly, that the enclosed conventions and recommendations be transmitted to the Senate and the House of Representatives for the information of those bodies, but that for the present, no action be requested of the Senate and the House of Representatives either with a view to approval of the conventions or with respect to the enactment of legislation to implement the conventions and recommendations.

Respectfully submitted.

ROBERT A. LOVETT.

(Enclosures: 1. Letter from the Secretary of Labor; 2. Authentic texts of conventions and recommendations.)

DEPARTMENT OF LABOR,  
OFFICE OF THE SECRETARY,  
Washington, April 1, 1948.

The honorable the SECRETARY OF STATE,  
Washington, D. C.

MY DEAR MR. SECRETARY: This letter will express to you the coordinated view of the interested agencies and departments of the executive branch with respect to the conventions and recommendations adopted at the twenty-ninth session of the International Labor Conference at Montreal, Canada, from September 19 to October 9, 1946.

It is recommended that all of the conventions and recommendations adopted at the twenty-ninth session be transmitted to the Congress of the United States in accordance with the obligations of the Government of the United States of America as a member of the International Labor Organization, under the constitution of the International Labor Organization now in effect. It is recommended also that the conventions not be ratified and that no action be taken presently with respect to the recommendations.

It is our opinion that the Congress should be advised concurrently that the pending

amendments to the constitution of the International Labor Organization are expected soon to come into effect and that these particular conventions and recommendations will thereafter be referred in accordance with the provisions of article 19 of the amended constitution applicable in the case of a federal state. Our recommendation relative to ratification and legislative action should not, therefore, be construed to reflect either disapproval of the provisions of the conventions and recommendations or declination of such action as is appropriate to bring the law and practice in the United States into conformance with their terms.

When these particular conventions and recommendations are referred in accordance with the provisions of article 19 of the amended constitution applicable in the case of a federal state, an analysis of the existing state legislation in this field and a more complete summary of the terms of these conventions and recommendations will be supplied. In short, the conventions and recommendations provide as follows:

Conventions Nos. 77 and 78 would require medical examinations as a prerequisite to employment of children and young persons under 18 years of age in industrial and non-industrial undertakings (thus covering all types of employment except maritime and agricultural), with at least annual examination of such young workers up to age 18, and up to age 21 for work in occupations involving high health risks.

Convention No. 79 would prohibit night work in nonindustrial occupations for 12 night hours for children and young persons between 14 and 18 years of age who are not subject to full-time compulsory school attendance, and for 14 night hours for children under 14 years of age and children and young persons between 14 and 18 years of age who are subject to full-time compulsory school attendance.

Recommendation No. 79 expresses further recommendations concerning the application of conventions Nos. 77 and 78. Recommendation No. 80 expresses further recommendations concerning the application of convention No. 79.

Yours very truly,

L. B. SCHWELLENBACH,  
Secretary of Labor.

#### SPECIAL ORDER GRANTED

Mr. JAVITS. Mr. Speaker, I ask unanimous consent to address the House for 20 minutes on Monday next following the business of the day and special orders heretofore granted.

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to Mr. TOLLEFSON (at the request of Mr. MACK), for today, on account of official business.

#### EXTENSION OF REMARKS

Mr. REED of New York asked and was given permission to extend his remarks in the Appendix of the RECORD in two separate instances and to include extraneous matter.

#### FEDERAL-AID HIGHWAY ACT OF 1948

Mr. ALLEN of Illinois. Mr. Speaker, I call up House Resolution 521, making in order the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other

purposes, and ask for its immediate consideration.

The Clerk read as follows:

*Resolved*, That immediately upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes. That after general debate, which shall be confined to the bill and continue not to exceed 3 hours, to be equally divided and controlled by the chairman and ranking minority members of the Committee on Public Works, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

Mr. ALLEN of Illinois. Mr. Speaker, I yield such time as he may desire to the gentleman from Colorado [Mr. CHENOWETH].

Mr. CHENOWETH. Mr. Speaker, this resolution provides for the consideration of the bill, H. R. 5888, a bill to amend and supplement the Federal Aid Road Act, to authorize appropriations for continuing the construction of highways, and for other purposes.

Mr. Speaker, this is an extension for 3 years of the Federal Aid Highway Act of 1944. It is an open rule and provides for 3 hours of general debate. I am sure the Members of the House are familiar with the Federal Aid Highway Act of 1944 which covered a 3-year period, and under which the Federal Government assists the States in the development of their highway systems on a 50-50 matching basis. That act authorized the appropriation of \$500,000,000 a year for 3 years to carry out the program.

This bill will extend the present law for another 3 years, and authorizes \$500,000,000 per year for an additional 3 years, for the fiscal years ending June 30, 1950, June 30, 1951, and June 30, 1952. There is a lapse of 1 year in this bill—the next fiscal year—for which no assistance is authorized.

Mr. Speaker, I am not going to take the time to explain the details of the bill. This measure was reported to the House by the unanimous vote of the committee. So far as I know, there is no controversy over the details of this legislation.

Contracts for the construction of roads have not been awarded as fast as anticipated. There is a shortage of materials, the contractors have had difficulty in obtaining supplies, and there has been a labor shortage in some places. As a result the different highway commissions have been slow in letting contracts. In some cases the bids have been too high. In others the contractors have been reluctant to bid on proposed projects.

As a result much of the money appropriated under the 1944 act has not been spent. The committee estimates that it will take a year for the funds now on hand to be spent. For this reason no

money is authorized for the fiscal year beginning July 1, 1948, and ending June 30, 1949. The committee will explain in detail the amount of money on hand and why it is desirable to have this hiatus of 1 year.

It is estimated that there are now 3,000,000 more vehicles on the road than in 1941. This increased use of our highways, coupled with the extraordinary wear through the war years, when necessary repairs could not be made, makes this legislation absolutely imperative.

I might mention that the Federal Government is now collecting about \$850,000,000 a year from the taxes on gasoline, oil, and other items. It is only right that we should put this money back into the development and improvement of our highways.

I am sure the advantages of this Federal-highway program are recognized by all. It is important that this bill be enacted to enable the States to continue their highway planning for the years to come. I feel confident that this measure will have the enthusiastic support of every Member of the House.

(Mr. CHENOWETH asked and was given permission to revise and extend his remarks.)

Mr. ALLEN of Illinois. Mr. Speaker, I yield 30 minutes to the gentleman from Massachusetts [Mr. McCORMACK].

Mr. McCORMACK. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, there is no opposition on the Democratic side to the adoption of the pending rule.

My purpose in rising at this time is to express a few observations in relation to the bill S. 1641, to "establish the Woman's Army Corps in the Regular Army and to authorize the enlistment and appointment of women in the Regular Navy and Marine Corps and the Naval and Marine Corps Reserve, and for other purposes."

We witnessed the other day the colloquy that took place between the gentlewoman from Maine [Mrs. SMITH] and the gentleman from Michigan [Mr. SHAFER], in which the gentleman from Michigan undertook to place responsibility upon the gentlewoman from Maine for the defeat of the bill if she objected to its consideration at that time. I was very sorry to hear the gentleman from Michigan make that observation and I hope he is not going to persist in it because certainly the responsibility will not rest with the gentlewoman from Maine. All she was seeking to do was to have the bill brought up under the regular rules of the House or brought up under such conditions that the House could vote upon a substitute that the Committee on the Armed Services of the House has offered to the bill as it passed the Senate, which substitute amendment constitutes a substantial change from the bill as it passed the Senate. It seems to me that the gentlewoman from Maine [Mrs. SMITH] was not only within her rights, but adopted the proper course.

When a bill appearing on the Consent Calendar is called, and consent for its consideration is granted, every Member of the House is justified in assuming that no amendments will be offered to the

bill after unanimous consent is granted for its consideration, certainly no amendment of a serious nature, and probably none other than an amendment which might come from the committee itself. Unanimous consent being granted for the consideration of a bill appearing on the Consent Calendar carries with it the implication and the implied promise, if not express, that the bill is going to be passed in the form reported by the committee. Of course, with a bill of this kind the gentlewoman from Maine, recognizing the situation, could not place herself in that position, and I admire her. When the gentleman from Michigan [Mr. SHAFER] undertook to place the responsibility upon her, he should have taken a little look at the gentlewoman's chin, and he would know that he could not bluff her, because the gentlewoman from Maine [Mrs. SMITH] is not the type that can be bluffed very easily from my observation of her during the years that both of us have served in this body.

It seems to me that the bill should be brought up as soon as possible, and that the House should have an opportunity of debating it on the merits of the bill; that is, as between the bill that passed the Senate and the substitute as reported by the Committee on the Armed Services. The Senate bill makes them a part of the Regular Army, the Regular Navy, and the Regular Marine Corps, and the House bill places them in an organized Reserve. There is a marked difference between that and being a member of the Regular Establishment. Certainly, during the last war it was shown that in modern warfare the female sex, the Wacs and the Waves and others, played an important part just as did the male sex. I can remember several weeks ago when I was talking with General Eisenhower on another matter, before the Committee on the Armed Services had acted, and when there was present also Senator JAMES MURRAY, of Montana. General Eisenhower told us that when the original WAC and WAVE bill was acted upon by the Congress, that he was not favorably impressed but, as a result of his experience during the war, noting the valuable services that those in these various categories had rendered, he was convinced that they should be made a part of the Regular Establishment now. Judging from our talk with him then, there is no stronger advocate of the bill as it passed the Senate, with the WACS and the WAVES and the other women units being made a part of the Regular Establishment. Certainly the opinion of one with his wide experience and his tremendous responsibility during the war is entitled to the greatest consideration. For anyone to undertake to prevent this bill coming up under the rules of the House, so that the House can pass upon either the Senate bill or the House substitute, would be a grave mistake. The gentlewoman from Maine [Mrs. SMITH] did the right thing, in my opinion, so that the House could have an opportunity of voting upon the substitute reported out by the Committee on the Armed Services, and she is to be con-

gratulated. I can hardly believe that my distinguished friend the gentleman from Michigan [Mr. SHAFER] really meant what he said at the time. He is a very fine gentleman, and I like him very much. I am inclined to place the interpretation upon it that it was an impulsive utterance. Certainly the leadership of the House should not take any course of action adverse to this bill coming up under the regular rules of the House.

Mr. JOHNSON of California. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from California.

Mr. JOHNSON of California. I agree with the gentleman that it would be better to have this bill discussed fully on the floor of the House because it does make a very fundamental change. I also want to say that I was a member of the subcommittee that first reported the bill, and upon reconsideration I changed my mind, and we substituted the Reserve. But, I welcome a discussion of the matter on the floor of the House. Here is another thing. The sad part about this is that we have only heard from a few top bracket men in the Army, and in asking questions I found that there were many, many officers of the Army who are not sure that it is the right thing to do to make these women a part of the Regular Establishment. They have never had a chance to be heard.

Mr. McCORMACK. I appreciate the gentleman's contribution. My purpose now is not so much to discuss the merits or demerits of the House substitute, but that the bill should be permitted, within a reasonable time, to come up under the regular rules of the House. I realize the responsibilities of leadership, for I was leader for 6 years, and I know that to take the floor and just say that they should put it down for consideration at once would be unreasonable, but I do say that when the situation is such that it can be done in the reasonably near future, the bill should be brought up under the regular rules of the House and debated and considered and acted upon.

Mr. ANDREWS of New York. Mr. Speaker, will the gentleman yield?

Mr. McCORMACK. I yield to the gentleman from New York.

Mr. ANDREWS of New York. May I say that that is my intention. We have made arrangements to apply for a rule on the bill.

Mr. McCORMACK. I appreciate that observation. My only purpose was, in view of the colloquy the other day, to urge that the bill be brought up under the regular rules. May I also say that I construed the utterance of my very dear friend the gentleman from Michigan [Mr. SHAFER], under the situation, as being impulsive, and that he did not mean that the bill would not be brought up if the gentlewoman from Maine persisted in her position of objecting to the consideration of the bill on the Consent Calendar. The observation of the distinguished gentleman from New York, the chairman of the committee, relieves my disturbed state of mind and brings complete satisfaction to me.

## PROGRAM FOR NEXT WEEK

Mr. ALLEN of Illinois. Mr. Speaker, I yield such time as he may desire to the distinguished gentleman from Indiana [Mr. HALLECK].

Mr. HALLECK. Mr. Speaker, I have asked for this time in order to state the program for the balance of the day and for next week.

We propose to have adopted this afternoon the rule on the pending measure, H. R. 5888, the road bill, and then begin debate on the bill on Monday next after disposition of District of Columbia business. On Tuesday we propose to continue with the consideration of the road bill if it is not completed on Monday.

It has been agreed that on Wednesday we will vote on the veto message on H. R. 5052, which has to do with clarifying the employer-employee status of certain newspaper and magazine vendors for social-security purposes. After the disposition of this matter on Wednesday we expect to begin consideration of a supplemental national defense appropriation bill having to do with aircraft procurement. It is expected that consideration of that matter will continue on Thursday.

The program for Friday is undetermined.

## ADJOURNMENT OVER

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that when the House adjourns today it adjourn to meet on Monday next.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

## SUPPLEMENTAL NATIONAL DEFENSE APPROPRIATION BILL

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that notwithstanding the rules of the House it may be in order to take up for consideration on Wednesday next the supplemental national defense appropriation bill.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

## CALENDAR WEDNESDAY BUSINESS

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that the call of the committee in order on Calendar Wednesday of next week be dispensed with.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

## FEDERAL-AID HIGHWAY ACT OF 1948

Mr. ALLEN of Illinois. Mr. Speaker, I yield such time as he may desire to the gentleman from Iowa [Mr. DOLLIVER].

Mr. DOLLIVER. Mr. Speaker, it is my privilege to represent the Sixth Iowa District, an agricultural area of 15 counties in Iowa, the greatest farm State in the Union.

One of the perennial problems of the farmer is good roads. From time immemorial this has been true.

The proposed legislation is of very great importance to my district, and my State. The provisions for farm-to-mar-

ket roads is of especial significance. The farmers need and must have adequate means of transporting the goods they produce from the place it is made to the place it is put into the channels of trade. Oftentimes, due to poor roads, this initial step in getting farm products to market is the one most difficult.

I sincerely hope this bill will pass to the end that every farmer may have a good all-weather road from his front door to the market where he sells his produce and buys his necessities. The farm production of this country is the basis of our good living in this land of ours. The well-being of the farmer is closely tied to the well-being of everyone else. Every reasonable thing the Congress can do to bring the farmer into easier contact with his commercial outlets is ultimately beneficial, not only to him, but to all our people.

The program outlined in this bill is an extension and enlargement of the State-aid road program already in existence. During the war years, there has been a necessary curtailment of road projects, locally and nationally. Now we ought to proceed on an orderly and enlarged program of road building.

Mr. ALLEN of Illinois. Mr. Speaker, I yield such time as he may desire to the gentleman from Iowa [Mr. CUNNINGHAM].

Mr. CUNNINGHAM. Mr. Speaker, as chairman of the Subcommittee on Roads of the Committee on Public Works I am taking this time under the rule because of the bare possibility that I may not be here on Monday. I propose to explain the bill (H. R. 5888), which extends the 1944 postwar Federal Highway Act for the three fiscal years commencing July 1, 1949, and terminating June 30, 1952. Since H. R. 5888 extends that act in its present form with only two more or less minor amendments, I shall now explain to you the 1944 Federal Highway Act, which was passed by this Congress in December of 1944 after extensive hearings lasting for about 3 months had been held by the Roads Committee, and every organization and everyone in the United States interested in the highway program had an opportunity to appear and testify.

The purpose of the bill at that time was to be ready with a program to rehabilitate, rebuild, and expand the highways of the United States including the Federal highway system, farm-to-market roads, and roads in the urban areas, particularly because during the war years, nothing had been done to rehabilitate, repair, or to keep up these highways, and no money had been appropriated for that purpose. It was thought well to have a bill providing a substantial amount for the 3 years following the end of World War II. Also the committee had in mind that there might be an unemployment problem with so many of the veterans returning. This bill as it was set up contemplated the employment of about 900,000 men per year for the three postwar fiscal years. It provided that it would become effective 6 months following the termination of the war or the end of hostilities. However, following VJ-day in 1945, the then chairman of the com-

mittee, Mr. Robinson of Utah, introduced a bill making the effective date of the 1944 act July 1, 1945. That bill was passed by the Congress. So the three fiscal years are 1945 to 1946; July 1, 1946, to July 1, 1947; and July 1, 1947, to July 1, 1948. The bill expires on July 1, 1948.

This measure authorized an appropriation of \$500,000,000 for each of the three postwar fiscal years, to be apportioned to the 48 States under a formula known as the one-third, one-third, one-third rule. One-third of the money, that is of the \$500,000,000 each year to be apportioned, was therefore set aside to each State under this formula under a percentage rule. That is one-third was allocated or apportioned according to the relationship of the population of each State to the total population of the United States. The next one-third according to the relationship of the area of each State to the total area of the United States. The last one-third, according to post-road mileage, in other words the relationship percentagewise of the post-road mileage of each State to the total post-road mileage of the United States. Each State is required to match dollar for dollar the amount of money it receives under this act. The money then appropriated or apportioned to States and matched by the States is again divided as follows:

Forty-five percent or \$225,000,000 for the Federal highway system.

Thirty percent or \$150,000,000 per year for the secondary or feeder roads, sometimes known as farm-to-market roads.

I might say that under this bill, the 30 percent being provided or allocated for farm-to-market roads is seven times as much Federal aid per year for farm-to-market roads as was ever provided by the Federal Government in any previous year.

The remaining 25 percent or \$125,000,000 is allocated to the Federal highway system in the urban areas.

Mr. DONDERO. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the distinguished chairman of our committee.

Mr. DONDERO. In connection with the remarks the gentleman is making, it is my information that the United States has about 1,300,000 miles of good roads, or enough roads to girdle this earth 51 times.

Mr. CUNNINGHAM. That is correct. I thank the gentleman.

H. R. 5888 now extends that law for a period of 3 years, commencing July 1, 1949, with these two amendments: In the original act of 1944 there was a proviso known as the grace period of 12 months, whereby the States, if they had not completed the work that had been contracted for or programed at the end of the fiscal year, the money authorized would not revert to the Federal Treasury, but they would have an additional 12 months to go ahead and complete the contracts and complete the work.

At the opening of this session of Congress in January 1947 information came to your Committee on Roads that many of the States, due to shortage of materials, the high cost of building the high-

ways, the shortage of labor, and also the fact that some of the State legislatures had been unable to appropriate the necessary money for matching, would not be able to complete the work they were entitled to have done in their States under that act, within the 12 months' period. I therefore introduced a bill known as H. R. 1874, which was passed by this Congress last year, which extended the grace period for an additional 12 months, or making a total grace period of 2 years. So that even though the third fiscal year of that law expires July 1, 1948, the States will have an additional 24 months or 2 years, running to July 1, 1950, to complete the work already started.

The first amendment in this bill, differing from the 1944 act, was to further extend that grace period another 12 months, or making it a total of 3 years. Therefore, if the money authorized to be appropriated under H. R. 5888 for the fiscal year ending July 1, 1950, is not contracted for by that time the States will have until July 1, 1953, to complete their contracts and finish the work. For the fiscal year ending July 1, 1951, they will have until July 1, 1954; and for the fiscal year ending July 1, 1952, which is the last year under the bill, they will have until July 1, 1955.

The other amendment deals with farm-to-market roads. Under the original act the farm-to-market roads are defined as follows:

The term "secondary and feeder roads" means roads in rural areas, including farm-to-market roads, rural mail roads, school-bus roads not on the Federal-aid system.

Testimony given to our committee this year was that in some of the States, particularly the States east of the Mississippi River, they have a system of township roads as well as county roads. Complaints were brought to us that the township roads were not receiving their fair consideration and proper attention under the present law. So we amended it to include the words "township roads," and it now reads "county roads and township roads."

For those of you who reside in States west of the Mississippi River, I will say that, according to my understanding, not a single State west of the Mississippi River has township roads. I think there are 17 States east of the Mississippi River that do have township roads.

Mr. DONDERO. Mr. Speaker, will the gentleman yield again?

Mr. CUNNINGHAM. I yield.

Mr. DONDERO. Let me suggest that the idea of encouraging the county and State officials in each State to cooperate with township officials was the original idea of the gentleman from Ohio [Mr. MCGREGOR], who presented it with great force and ability before our committee.

Mr. CUNNINGHAM. The gentleman is correct.

Mr. Speaker, I have already said there was no work done on our highways, of any appreciable amount, during the war. This amazing testimony was corroborated to our committee. Today, 97½ percent of all motor-vehicle traffic in the United States originates and terminates within 30 miles of the urban centers.

An urban center is defined as a town or city of 2,500 population or more. I mention that to you because there are those who believe that we should now embark upon a program of transcontinental superhighways something on the order of the Pennsylvania Turnpike. This question was considered by your committee, but when we heard the testimony that 97½ percent of all motor-vehicle traffic originates and terminates within 30 miles of urban centers it was apparent that we are not ready for transcontinental superhighways. Rather, we should devote our attention to building superhighways or highways of 3, 4, 6, 8, or 10 lanes in width at and near the congested areas or around the congested areas, eliminating the bottlenecks in and at some of our larger cities where we have need for the large highways, and not spend money on 4-, 6-, 8-, or 10-lane highways over long stretches of our country where only the 2½ percent of the motor-vehicle travel originates. I took it upon myself last summer after I left Washington to make a couple of trips by automobile from Iowa to Colorado and back. I crossed the State of Nebraska several times, and I noticed on those trips that I would drive from 15 to 20 minutes at a time without meeting a car, particularly in the middle of the forenoon or the middle of the afternoon. I would sometimes drive 30 or 40 miles without seeing another vehicle. Obviously, a four- or six-lane highway in those stretches is not warranted, and to build such highways would be premature.

I am aware that there is a bill before the Congress—I think it is still known as the Snyder bill—that would authorize the building of three transcontinental east and west highways and six north and south, each eight lanes wide, and each lane 12 feet wide. If such a program were authorized by Congress today it in all probability could be financed only by the issuing and selling of revenue bonds, and then the charging of tolls to the public using these superhighways; and I believe that is the plan actually set forth in the bill for the retirement of the bonds and payment of interest thereon.

When you go out through the level stretches of the United States, where there are no mountains and no necessity of tunnels such as there are on the Pennsylvania Turnpike, you will find that if such highways were built, in the first place, they would not be used enough to justify their existence, and, in the second place, if tolls were charged many people would use the parallel existing highways, such as No. 30, No. 6, or No. 34, particularly where there would be no saving and no advantage such as there is in going over the Pennsylvania Turnpike and through the tunnels, thereby avoiding the necessity of driving over mountains.

Mr. WHITTINGTON. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I would prefer to continue but I will yield to the gentleman from Mississippi.

Mr. WHITTINGTON. In this bill under consideration continuing Federal aid for the construction of highways as

stated by the act of 1944, among other provisions is the following:

His—

The Commissioner of Public Roads—approval of any such agreement shall be a contractual obligation of the Federal Government for the payment of its pro rata share of the cost of such construction.

I notice the same question has been raised about that provision in the act of 1944 which is brought forward in the pending bill; and with the gentleman's permission I should like to call attention to the fact that there is nothing new in that provision. That has been the law ever since 1922, ever since the adoption of the Federal Highway Act of 1921. I call specific attention to the fact that in the act of 1922 this language occurred for the first time:

The approval shall be a contractual obligation of the Government.

That has been brought forward in subsequent acts, having been made permanent law in the act of 1925. So there is nothing new in that provision. It is one of the best provisions that obtains in the act for this reason: At the time of the adoption of the Highway Act of 1921 the authorization and appropriations were made at the same time. Funds piled up that were not used in construction because it took some time to prepare the plans and to let the contracts. It is one of the best features of the highway acts, and nothing new.

Mr. CUNNINGHAM. I thank the gentleman and in connection with that may I say that it is necessary to have that in the bill for the long-range program that is planned so the highway engineers and the highway commissions of the 48 States can go ahead and get the rights-of-way, their surveys made, and condemnation proceedings under way so that they may know what they are going to do, thereby saving money to the taxpayers by having this knowledge in advance.

Mr. WHITTINGTON. And the Federal Treasury is protected because they cannot exceed the amount authorized.

Mr. DONDERO. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the gentleman from Michigan.

Mr. DONDERO. Is there any instance on record where the States have not been able to match the Federal dollar and that money has been returned or recovered back into the Treasury of the United States?

Mr. CUNNINGHAM. I do not know that any has been recovered back. It would have been recovered back had it not been for the extension of the grace period and one of the reasons for that is the fact they have not been able to match in some of the States.

Mr. DONDERO. Otherwise the money has always been used?

Mr. CUNNINGHAM. Yes.

Mr. Speaker, in the United States in 1926 there were approximately 39,000,000,000 miles of travel by motor-vehicle. In that same year, 1926, there were approximately 42,000,000,000 miles of travel by rail. Twenty years later,

in 1946, the rail travel had stepped up to 44,000,000,000 miles, but the motor vehicle travel had stepped up from 39,000,000,000 to over 550,000,000,000 miles. That was so amazing and astounding that we wanted to corroborate it. We checked and found that the testimony was accurate.

What does that tell us? It tells us we are a motor-minded Nation, that the use of the motor vehicle not only has been increasing but will increase and if we are to keep pace with the development of the motor vehicle and its use in the United States we must look into the future in the way of planning for our highway systems.

Mr. Speaker, in conclusion, may I say that it is refreshing to come before the Congress with a bill to build highways for the American people and to spend some money for the welfare of the American people. For once, instead of sending it all to some other nations in the world, and I was for the Marshall plan, we are spending this for the welfare of the American people. When we can spend so much of our money to help others we should take into consideration once in a while the needs of some of our own people and some of those who are caught between the upper and nether millstones, particularly our aged people.

Mr. Speaker, in the year 1946 there was received by the Federal Government and paid into the Federal Treasury approximately \$882,000,000 in excise taxes on new automobiles, on automobile parts, on tires, tubes, lubricating oil and gasoline. Of that amount almost \$860,000,000 was received from the highway users and of that amount approximately \$500,000,000 was made up of gasoline taxes and lubricating oil taxes.

We do not as yet have the final figures for the year 1947 but we do have sufficient information to indicate that the Federal Government received from the highway users in 1947 more than \$1,100,000,000 in excise taxes.

The SPEAKER pro tempore. The time of the gentleman from Iowa has expired.

Mr. WADSWORTH. Mr. Speaker, I yield the gentleman five additional minutes.

Mr. CUNNINGHAM. I will be glad to yield to the gentleman from Michigan.

Mr. CRAWFORD. The gentleman has, since I rose, answered part of the question which I was going to submit. Have we reason to assume that these excise taxes, which in 1946 amounted to \$882,000,000-plus, and in 1947, \$1,120,000,000-plus, will ever reach a point where they will do financing similar to what is now about to be done out of the general funds of the Treasury?

Mr. CUNNINGHAM. We are not taking 50 percent of the money now. Less than 50 percent of the money received from the excise taxes, from the automobile users, last year, will be used for the highways, and if they increase it will go down probably to about 40 percent. In other words, under this bill we will be putting back onto the highways less than 50 percent of the tax we collect from the highway user.

Mr. CRAWFORD. In addition, you are proposing to give about \$500,000,000 for the next 3 years.

Mr. CUNNINGHAM. Yes. Now, you might say, "Why did we not make it more?" There are several reasons, and I think they are good ones. At the present time the cost of building highways is excessive, and they are not building any more than are absolutely necessary to meet the needs of the traveling public, hoping that the cost of construction will go down. Furthermore, the difficulty in getting labor and material is quite a problem, and some of the States are not yet ready to do the matching and would be discriminated against in favor of the States that are able to match. We still have, I believe it is, 13 or 17 States that divert gasoline tax money and do not earmark it or set it aside within the States for the use of the highways or the road program. Most of the States, however, do not divert. The fact that some States do divert while the most do not has caused some difficulty.

In connection with that I might also call the gentleman's attention to the fact that there is a hiatus of 1 year. You notice the extension starts on July 1, 1949. The present law expires July 1, 1948. That leaves 1 year with no money to be authorized to be appropriated, when we anticipate there will be a billion dollars or more again coming to the Federal Treasury. The reason for that is that they are behind in their program and it is not necessary to appropriate any more money next year. There will be sufficient left over from the last 3 years.

Mr. WELCH. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the gentleman from California.

Mr. WELCH. The bill authorizes an appropriation of \$500,000,000 as Federal aid to the several States for fiscal years 1950, 1951, and 1952.

Mr. CUNNINGHAM. That is right.

Mr. WELCH. Is there anything in this bill that would preclude a State highway commission from allocating any part of the funds allocated to a State to be used within an incorporated city or county?

Mr. CUNNINGHAM. Not at all; the portion allocated for the counties and the portion allocated to the urban areas.

Mr. WELCH. I desire to congratulate the Committee on Public Works, its splendid chairman, and committee for bringing this constructive measure to the floor.

Mr. ARNOLD. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the gentleman from Missouri.

Mr. ARNOLD. In view of the fact that not half of the money has been spent on road work that the Government collects from the automobile users, does the gentleman think it would be advisable to reduce the tax, say, about one-third?

Mr. CUNNINGHAM. Well, I am not on the Committee on Ways and Means. I would rather not answer that question. I will say this to the gentleman from Missouri, however, that as long as they are collecting so much from the highway users, we should see to it that we put

back on the highways as much as can be reasonably worked out under the present building program.

The SPEAKER. The time of the gentleman from Iowa has expired.

Mr. ARNOLD. Will the States that have not finished their programs under former allocations get any more money before they complete their programs?

Mr. CUNNINGHAM. No; they can just get what their share is under the formula as authorized in the original act.

Mr. ARNOLD. They would not get any more money until they have finished their programs?

Mr. CUNNINGHAM. No.

Mr. ARNOLD. They have something like 2 years in which to finish them?

Mr. CUNNINGHAM. That is right.

Mr. CASE of South Dakota. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the gentleman from South Dakota.

Mr. CASE of South Dakota. The gentleman has given me assurance, but I should like to have it for the record, that the authorizations for Indian-reservation roads will be continued as they were in the original act.

Mr. CUNNINGHAM. That provision is in the bill just as it was in the 1944 act, without a word of change. It is carried right on.

Mr. CASE of South Dakota. In conformity with the provisions we discussed?

Mr. CUNNINGHAM. Yes.

Mr. DONDERO. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the gentleman from Michigan.

Mr. DONDERO. In further answer to the statement made by the gentleman from California, 25 percent of this bill is allocated to urban areas to meet the problem which he raised in his question.

Mr. CUNNINGHAM. May I say to my distinguished chairman that this question involved the situation where a city and a county are identical. I answered his question by saying that 25 percent of the money is for the Federal system in the urban areas.

Mr. BARRETT. Mr. Speaker, will the gentleman yield?

Mr. CUNNINGHAM. I yield to the gentleman from Wyoming.

Mr. BARRETT. I note in section 1 of this bill that county roads are part of the secondary road system.

Mr. CUNNINGHAM. That is right.

Mr. BARRETT. May I inquire if they must be constructed to the same standard as the secondary or primary roads?

Mr. CUNNINGHAM. The secondary or primary roads, which would be the county roads not under the Federal system, known as the farm-to-market roads, are all built according to specifications that were authorized and approved by the American Association of State Highway Officials, and adopted by the Public Roads Administration; so the State Highway Commission in Wyoming has approved the specifications, and so have the highway commissions in every State in the Union. If they seem a little drastic in some of the States, the place to seek the remedy is back home.

Mr. BARRETT. Do I correctly understand the gentleman to say then that the

State highway commission in Wyoming has the power to build these county roads with this Federal-aid money on a different standard?

Mr. CUNNINGHAM. No, I do not. I mean that the specifications that are set out by the Federal Government were approved by the highway commissions of the States.

Mr. BARRETT. I understand that, but it seems to me there ought to be a provision in here whereby the States could construct a road that would be wholly satisfactory to the people of that State and still such a road as would not be comparable to the standard Federal-aid highway road.

Mr. CUNNINGHAM. That was discussed, and I think that under the provision added here by the gentleman from Ohio [Mr. MCGREGOR], where township roads are included, there will be some lessening of the specifications. However, it was thought that, since the Federal Government was putting in this money, the roads should be built to uniform standards and specifications. If the States want to lower the specifications, they can be lowered if the highway commissions of the States will get together and agree on a lower standard of specifications.

Mr. WHITTINGTON. Mr. Speaker, I yield 15 minutes to the gentleman from Mississippi [Mr. COLMER].

Mr. COLMER. Mr. Speaker, I ask unanimous consent to proceed out of order.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

THE SOUTH, THE DEMOCRATIC PARTY, THE  
SO-CALLED CIVIL-RIGHTS PROGRAM

Mr. COLMER. Mr. Speaker, not since the first gun was fired on Fort Sumter, resulting as it did in the greatest fratricidal strife in the history of the world, has any message of any President of these glorious United States provoked so much controversy, and resulted in the driving of a schism in the ranks of our people, as did President Truman's so-called civil-rights message, sent to the Congress several weeks ago. Not only did that message provoke serious racial controversies, but it raised anew the issue of the rights of the sovereign States as against a strong centralized government and drove a devastating wedge into the unity of the Democratic Party at a time when that party was riding high on a wave of popularity in the entire country.

It revived the age-old controversy which flourished at the very beginning of our Government, the controversy of a strong centralized government as advocated by Alexander Hamilton on the one hand, and a government of the people as opposed to a government by the rulers, as advocated by the greatest of all exponents of civil rights, possibly the greatest Democrat of them all, Thomas Jefferson. For, after all, it was Jefferson's theory that that people is best governed who is least governed, and the closer the government is to the people, the better the government is.

And while it is freely admitted and generally understood that this message was conceived as a political maneuver, at a time when that erstwhile Republican and Democrat, Henry Wallace, who echoes the voice of the Kremlin in Moscow, was attempting to form a third party, it must also be recognized that this proposed program would adversely affect the rights, privileges, and freedom of the people of all sections and of all walks of life in this country. It stabs at the very heart of the rights and freedom of all races, colors, and sections of our great country. For, if the Federal Government can repeal the poll tax in Mississippi and several other Southern States, regulate employment under the FEPC, punish innocent taxpayers under the antilynch bill, and abolish segregation in the several States by usurpation of the sovereign rights of the several States of the Union, then we have indeed witnessed an end of constitutional government, as conceived by the founding fathers.

Mr. Speaker, I say that if such acts are constitutional, then the Federal Government can also step in, dominate and control practically every effort, endeavor, and action of the citizen of the several sovereign States. Certainly, if the Congress of the United States can enact a law repealing the poll tax in my State, it can also go a step further and repeal the law requiring registration. If the Congress has the power to enact a law assessing a money fine upon the innocent taxpayer of a county where a lynching occurs, and try those charged with the crime in Federal court, then the Congress also assuredly would have the power to remove from all State courts those charged with murder, larceny, or any other crime. Once the safeguards of the Constitution of the United States are broken down in any one of these instances under this proposed program, it requires no vivid imagination to see where this type of procedure would lead. This type of legislation, under the demands of organized minorities, would continue until our whole system of State, county, and municipal government would succumb to an ever-encroaching and all-powerful Federal Government. The rights and freedom of the citizen would gradually diminish until he became but a regimented servant of his master, the all-powerful state.

Then, indeed, would the Hitlers, the Mussolinis, and the Stalins have their day in this land of the free. The most perfect embodiment of human liberty ever conceived in the minds of men—the American form of government—with its free enterprise and individual initiative, where the citizen is king and the poorest American boy could some day hope to become President, would be gone indeed.

FEDERAL GESTAPO

For, Mr. Speaker, the enactment of President Truman's proposed program would establish precedents for Federal control of elections and ballot boxes, Federal legislation as to crimes within the State, Federal control and supervision of private business and labor unions in purely State and local matters. Yes; it is proposed, under this program, that

those States which did not see fit to follow the Federal Government's edict to end segregation of the races, would be denied their share of Federal funds, although those funds would be collected in part from the taxpayers of those States.

To insure the observance of these politically expedient laws, President Truman, in his so-called civil-rights message, also called for the setting up of a Federal police force, which, in effect, would become an American version of the Hitler gestapo. Its agents, not unlike Stalin's secret police, would rove about the Nation policing elections, meddling with private business, interfering in lawsuits, breeding litigation, keeping the people in a state of duress and intimidation, and, in effect, making of the Nation a police state, utterly foreign and repugnant, not only to the concept of those brave, true, and free men who set up our form of government, but abhorred by all free men of all races, colors, and sections of our country.

Even worse, if possible, it does not require a Solomon to anticipate that once these laws were on the Federal statute books, telling our people how their elections must be conducted, who they must employ, and how their races must be commingled, that the next step would be a series of force bills such as prevailed in the dark days of the carpetbagger in the South immediately following the Civil War, when the Federal bayonet was sent into that section to enforce those laws.

THE DEMOCRATIC PARTY

Is it any wonder then, Mr. Speaker, that a revolt has arisen all over our country, from Mississippi on the shores of the Gulf-kissed coast in the South, to the stony crags of Maine in the North, and from the Atlantic to the Pacific Oceans, by southern Democrats and those freedom-loving Americans everywhere, at this attempt to destroy the true civil rights of the citizens of our great and common country? For, I again call to the attention of my northern colleagues, what I have often repeated upon the floor of this House, namely, that the South is not the only aggrieved section by these proposed unconstitutional laws. The small- as well as the large-business man in the North, the East, and the West, will find the heavy hand of the Federal Government just as oppressive in the operation of his business under FEPC, as will the southern employer. The citizens of other sections of this country will feel, under these politically expedient laws, the same sharp resentment at the interference by a powerful Federal Government with their individual liberties, as the people of the South.

Does any fair-minded American find amazement, however, that the people of the South are in revolt against the leadership of the Democratic Party? Is it necessary to remind any student of political history in this country that it was the section from which I hail that has cradled, nourished, and sustained the Democratic Party throughout its lean as well as its prosperous years? The South has ever been a strong believer in and contender for the Jeffersonian theory of democracy. It has ever been ready to fight for those principles. Many of its

most gallant sons shed their precious blood upon the altar of States' rights. Certainly it is not surprising, therefore, that it should take the lead in the battle against this program, which would destroy the last vestige of the rights of the sovereign States.

The people of my section are in dead earnest about this matter. They have been willing to go along with the leadership of the Democratic Party heretofore, although taken for granted, without political reward, permitting the richest political plums to go to Democrats of other States when the party was in power, and receiving only such leadership as their reward for party loyalty as came to them by virtue of keeping their representatives in the Congress long enough to receive committee chairmanships, which they inherited under the rule of seniority.

But now, for the first time in the history of the country, and the loyalty of my section to the Democratic Party, a President of the United States has asked the Congress to enact such a devastating, obnoxious, and repugnant program to the people of that section and their Jeffersonian conception of democracy as this so-called civil-rights program. No President, either Democrat or Republican, has ever seen fit heretofore to make such recommendations.

And what, I ask you, my colleagues, has this message of our President, calling for the enactment of this program, accomplished to date? So far as I have been able to observe its accomplishments have been two-fold. First, it has inflicted an apparently fatal blow, not only to the unity of the party, but to the unity of the country, at a time when that unity is so highly desirable in a fight to the death with the enemy of free men—communism. Secondly, it has encouraged the arrogant demands of these minority groups to whom it was designed to appeal. Witness, Mr. Speaker, the sorry spectacle of an erstwhile pullman porter, William Randolph, a Negro labor leader, defiantly telling the membership of a committee of this Congress that unless segregation in the armed forces should be abolished that he would call upon the Negroes of this country to ignore the call of their country in the event of a war with Russia. Such ingratitude, such arrogance, such treason can only be attributed to such political bargaining as this proposed program.

Mr. Speaker, on a former occasion, and to be specific, on October 13, 1942, when one of these so-called civil-rights bills, the antilynch bill, was up for consideration in this body, I addressed myself at some length to this same subject. On that occasion I stressed the loyalty of my people in the solid South to the Democratic Party. I then, in the nature of a prophecy, said in part:

Mr. Chairman, I never thought that I would live to see the day when the Democratic Party, the party to which my forebears have belonged for generations—the party which has been nourished, protected, and fathered by the South—would take the lead under its administration to force this type of action down the throat of its best friend. Since the Civil War the Democratic Party has been the beneficiary of everything the South had to offer. When the Democratic Party

offered a candidate for President it knew that it had the support of the solid South. In that section it has been little short of treason for these many years to do other than vote the Democratic ticket.

In all these years the South has asked for little and gotten less from that party. In fact the only thing it has ever gotten out of the Democratic Party when it was in power was the privilege of having representatives in the two branches of the Congress which the Constitution guaranteed it. Prior to the Civil War that great section of this country furnished many, if not most, of the great, outstanding, political figures of the country. It furnished its Washington, its Jefferson, its Patrick Henry, its Lee, its Davis, and its George. Today the caliber of its men has not decayed. It still provides the Nation with much of its leadership. But, because of its political isolation, it is denied the privilege of one of its sons becoming the nominee of its party for the exalted office of the Presidency. This not because it does not have the men of Presidential caliber, but because that party realizes that it already has the votes of that section of the solid South; and always the nominee comes from some doubtful section. When the party is in power the sweetest plums of political patronage and preference likewise go to other sections where political allegiance is not so constant. The only thing the South has ever asked, and the only reason it has been so constantly and consistently loyal to the Democratic Party has been because it thought that that party offered it the privilege of handling its own domestic and internal affairs. Today we see the sorry spectacle of the ingratitude of that party, joining hands with the Republican Party; nay, more than that, taking the leadership in trying to pass another force bill to compel a great people of a great section of this country to accept certain rules and regulations which will prevent the people of the Southland from even controlling their own election laws, their own State primaries, and meeting their own problems which are peculiar to that section.

It might be well in this connection, in passing, to point out to those beneficiaries of the Democratic Party in other sections of the country, those of you who are today becoming a party—an unwilling party, I grant you, but nevertheless a party—to forcing this legislation down our throats, that if you are going to deny our people the right to control these political and social matters which are so peculiarly their own there is little, if anything, left to the South as grounds for a unified support of that party. Might they not well reason that if this last vestige of benefit which they receive from that solid support of the Democratic Party is to be removed by a Democratic administration they might profitably seek another course and join the other States of the Union in frequent changes of their political affiliations? There is only one hope left to us—the hope that in the Senate, where the rules of procedure are different and where the time for debate is unlimited, this iniquitous and vicious attempt to violate the Constitution of our forefathers may be stopped. I feel confident that there are sufficient courageous Members of that body who, like the Spartans of old, will say, "It shall not pass."

Mr. HARRIS. Mr. Speaker, will the gentleman yield?

Mr. COLMER. I yield to my distinguished colleague from Arkansas.

Mr. HARRIS. The gentleman is making a very important statement that goes to the very fundamental principles of our basic democracy. The gentleman is from the South. He is a Democrat and is known to be one of the most ardent supporters of democratic principles.

A short time ago some 76 Members of the House met and organized a committee which I am sure should be termed an unofficial committee. They met in an effort to formulate a program that would help prevent the enactment of such legislation. The gentleman from Mississippi, one of the leaders of this House, was very appropriately made chairman of that committee.

Mr. COLMER. I appreciate very much the compliment of my friend. Yes, Mr. Speaker, 76 Members of this House, believing in constitutional government and the right of sovereign States, organized and went on record that they would fight this iniquitous program to the finish. More than that, they warned the party against putting this type of program into the platform of the Democratic Party. And I might add that the distinguished gentleman from Arkansas was named secretary of that committee and he is performing a yeoman service in that capacity, like the true, constitutional Democrat and American he is.

Mr. NICHOLSON. Mr. Speaker, will the gentleman yield?

Mr. COLMER. I yield.

Mr. NICHOLSON. I heard the gentleman say there were 21 Senators from the South who voted on this proposition, but I also saw where they voted to have the Government step in on our educational system and turn it over to them. In other words, they voted \$300,000,000 for the Federal Government to run our schools. In 2 or 3 years it will be a billion dollars, and the Government will be running it. What do you think about that?

Mr. COLMER. Well, I am afraid the gentleman is trying to do what I am trying not to do—make this a sectional issue. As a matter of fact, if I understand the educational program in the Senate, it is being sponsored by a gentleman from another section of the country, a very prominent candidate for the Republican nomination for President. So I do not think the gentleman's analogy, while I appreciate his effort to be helpful, is quite proper under the circumstances.

Mr. NICHOLSON. Will the gentleman yield further?

Mr. COLMER. I yield.

Mr. NICHOLSON. I am not trying to bring any sectional politics into it, because, as a matter of fact, I am against FEPC, and I am against anybody trying to make something sectional out of this. I am agreeable with the gentleman.

What I do not understand is that while we vote against those things, yet when the Federal Government seeks to grasp our school system the southern gentlemen vote for it.

Mr. COLMER. I appreciate the gentleman's suggestion and his thoughts and, of course, we have to meet these problems as they are presented. I am, nevertheless, very happy to know of the gentleman's opposition to this communistic FEPC program. And, I might add, that there are other distinguished gentlemen on his side of the aisle who, too, are opposed to this vicious type of legislation. For instance, the distinguished gentleman from New York [Mr. WADSWORTH] who honors me with his





# CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE  
Division of Legislative Reports  
(For Department staff only)

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For actions of April 12, 1948  
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HIGHLIGHTS: House passed road authorizations bill. House agreed to Senate amendments to Remount Service bill. Senate passed bills to provide for meat inspection at Federal expense, control golden nematode, and add lands to Uinta and Wasatch Forests. Senate discussed and passed over bill to repeal wheat carryover requirement; Secretary's letter to Sen. Young inserted. Senate made bill to extend reclamation laws to Ark. unfinished business. Rep. Wolcott introduced substitute CCC-charter bill. Rep. Keefe discussed foot-and-mouth disease research bill.

## HOUSE

1. ROAD AUTHORIZATIONS. Passed, 278-6, as reported H. R. 5888, the road-authorizations bill (pp. 4438-51). The bill includes authorizations for forest highways and forest roads and trails. For other provisions see Digest 54.
2. REMOUNT SERVICE. Agreed to the Senate amendments to H. R. 3484; to transfer the Remount Service to USDA (p. 4452). This bill will now be sent to the President.
3. SUGAR PAYMENTS. The Banking and Currency Committee reported without amendment H. R. 5174, to authorize CCC to make adjustment payments to certain sugar companies in Puerto Rico and Hawaii (H. Rept. 1715)(p. 4470).
4. VIRGIN ISLANDS. The Public Lands Committee submitted a supplemental report on H. R. 5904, to incorporate the Virgin Islands Corporation (H. Rept. 1699, pt. 2)(p. 4470).
5. EXPORT-IMPORT BANK. Received a message from the President recommending an increase of \$500,000,000 in the lending authority of this Bank; to Banking and Currency Committee (H. Doc. 606)(pp. 4437-8).
6. TARIFFS; FORESTRY. Agreed to the Senate amendments to H. R. 5328, which provides for free importation of small logs or briquets compressed from sawdust or other mill waste (p. 4434). This bill will now be sent to the President.
7. HOUSING. An analysis of housing, prepared for the Joint Committee on Housing,

entitled "Housing in America," was ordered printed as a H. Doc. (p. 4436).

8. ELECTRIFICATION. Reps. Stockman, Oreg.; Horan, Wash.; and others spoke in favor of low-cost hydroelectric power development in the Pacific Northwest (pp. 4452-61).
9. RFC AUDIT. Received Vol. 3 of the GAO audit report on RFC (H. Doc. 605) (p. 4470).
10. FOREIGN AID. Reps. O'Hara, Minn., and Rich, Pa., spoke briefly against ERP (pp. 4430, 4431).
11. INVESTIGATIONS. Agreed, without amendment, to H. Res. 517, making \$50,000 additional available for investigation of publicity and propaganda in Government agencies; and various other resolutions providing additional funds to committees (pp. 4435-6).
12. ADJOURNED until Wed., Apr. 14 (p. 4470).
13. APPROPRIATIONS. Received (Apr. 7) from the President a 1949 supplemental appropriation estimate of \$248,000 and a \$335,000 contract authorization for the Bonneville Power Administration (H. Doc. 596); and of \$75,000,000 for Atomic Energy Commission (H. Doc. 597).

#### SENATE

14. AGRICULTURAL APPROPRIATION BILL. Senate hearings on this bill, previously scheduled to begin Mon., Apr. 19, have been postponed one day until Tues., Apr. 20.
15. HOUSING. In reporting a revised version of the Flanders amendments to S. 866 (see Digest 65), the Banking and Currency Committee made the following statement regarding the farm-housing provisions: "The provisions of S. 866 which authorize farm housing assistance by the Secretary of Agriculture have been eliminated. While the committee feels that provision for the improvement of farm housing conditions is essential, the committee believes that further study is desirable. Accordingly, while the existing farm housing provisions of S. 866 are eliminated by the amendments provisions have been included to instruct the Secretary of Agriculture and the Housing and Home Finance Administrator to submit, early in the first session of the Eighty-first Congress, a report on this subject, together with their recommendations as to necessary legislation and such other recommendations as they deem available."  
The committee retained a provision for housing research with a requirement that, in carrying out this provision, the Administrator shall utilize, to the full extent feasible, the available facilities of other agencies.
16. FEDERAL PAY BILL. In reporting S. 1537 (see Digest 65), the Post Office and Civil Service Committee revised the bill to provide as follows:  
Title I amends the Classification Act of 1923. Replaces with present services, grades, and ranges by one schedule consisting of 12 grades and 12 corresponding statutory pay ranges. Eliminates overlapping of salary ranges for consecutive ranks in the same line of work. Grades 1 through 11 of the proposed schedule embrace all the grades of existing law. Grade 12 could be used only with prior Civil Service Commission approval. (The committee report states, "The purpose of providing grade 12 is to furnish a basis, under proper safeguards, for recognizing the value of outstanding professional, scientific, or other technical or specialized work, particularly in fields and at levels where the Government has had difficulty in securing and retaining qualified

33. ACCESS ROADS. S. 2487, by Sen. Brewster, Maine, to authorize the construction of access roads necessary to the national defense. To Armed Services Committee. (p. 4383.)
34. FLOOD CONTROL. H.R. 6189, by Rep. Curtis, Nebr., authorizing the construction of certain public works at Hubbell, Nebr., for flood control. To Public Works Committee. (p. 4471.)
35. PERSONNEL. H.R. 6192, by Rep. Hagen, Minn., "to amend the Federal Employees Pay Act of 1945 (Public Law 106, 79th Cong., ch. 212, 1st sess.)." To Post Office and Civil Service Committee. (p. 4471.)
36. STATISTICS. H.R. 6208, by Rep. Hagen, Minn., to provide for the collection and publication of statistical information by the Bureau of the Census. To Post Office and Civil Service Committee. (p. 4471.)
37. RURAL REHABILITATION. H.R. 6210, by Rep. Hope, Kans., to provide for the liquidation of the trusts under the transfer agreements with State rural rehabilitation corporations. To Agriculture Committee. (p. 4471.)
38. LABOR. H.R. 6202, by Rep. Madden, Ind., to broaden the cooperative extension system as established in the act of May 8, 1914, and acts supplemental thereto, by providing for cooperative extension work between colleges receiving the benefits of this act and the acts of July 2, 1862, and Aug. 30, 1890, and other qualified colleges, universities, and research agencies, and the U.S. Department of Labor. To Education and Labor Committee. (p. 4471.)

#### ITEMS IN APPENDIX

39. FOOT-AND-MOUTH DISEASE. Speech in the House by Rep. Keefe, Wis., questioning the provision in H.R. 5098, to provide for research on the foot-and-mouth disease, requiring that a research laboratory be located on an island (pp. A2308-10).  
Rep. Teague, Tex., inserted a Texas and Southwestern Cattle Raisers Assn. resolution commending the foot-and-mouth disease eradication program (pp. A2317-8).
40. FLOOD CONTROL. Sen. Taft, Ohio, inserted a Cincinnati Enquirer editorial claiming that Cincinnati is being done an "injustice by the failure of the Federal Government to repay" a flood control loan (p. A2304).
41. FOREIGN TRADE. Rep. Buchanan, Pa., inserted a Pittsburgh Post-Gazette editorial favoring the extension of the Reciprocal Trade Agreements Act (p. A2327).  
Rep. Love, W.Va., inserted Harry W. Cook's (American Flint Glass Workers' Union) address opposing certain aspects of the reciprocal trade agreements (pp. 2332-3).
42. ST. LAWRENCE SEAWAY. Rep. Andersen, Minn., inserted a Renville (Minn.) Star Farmer editorial favoring this project (pp. A2328-9).
43. HEALTH. Extension of remarks of Rep. Bramblett, Calif., explaining the Calif. Physicians' Service, a voluntary health insurance plan (pp. A2352-5).
44. SOIL CONSERVATION. Rep. Gwynne, Iowa, inserted the annual report of the Commissioners of the Black Hawk Soil Conservation District, Iowa (pp. A2344-5).
45. COOPERATIVES; TAXATION. Rep. Eberharter, Pa., inserted statements before the House Ways and Means Committee opposing the repeal of tax exemptions on farmer

cooperatives (pp. A2347-9).

46. FLOOD CONTROL. Rep. Brooks, La., inserted Secretary of the Treasury Snyder's address before the Red River Valley Improvement Assn. on flood control and other improvements in the Red River Valley (pp. A2350-1).
47. ROADS. Extension of remarks of Rep. Kefauver, Tenn., in favor of H.R. 5888, to continue the Federal Aid Road Act (p. A2306).
48. FEDERAL AID; EDUCATION. Rep. Patterson, Conn., inserted a Waterbury (Conn.) American editorial favoring Federal aid for education (p. A2323).
49. WOOD WASTE. Extension of remarks of Rep. Mack, Wash., commending the work of the Madison (Wis.) Forest Products Laboratory in utilizing wood waste, and inserting a letter from the Simpson Logging Company on the subject (pp. A2338-9).

BILL APPROVED BY THE PRESIDENT

50. O&C LANDS. H.R. 5049 provides for reopening the revested Oregon and California Railroad and reconveyed Coos Bay Wagon Road grant lands to exploration, location, entry, and disposition under the general mining laws. Approved Apr. 8 (Public Law 477, 80th Cong.).

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COMMITTEE HEARINGS ANNOUNCEMENTS for Apr. 13: H. Banking and Currency, CCC charter (Dodd to testify); H. Agriculture, fertilizer research; S. Agriculture and Forestry long-range farm program (Farm Bureau); H. Post Office and Civil Service, Federal pay bill (ex.); H. Veterans' Affairs, veterans' homesteads; S. Appropriations, first deficiency, Labor-Federal Security, and Treasury-Post Office appropriations; S. Armed Services, UMT (ex.); H. Appropriations, supplemental national defense appropriations (ex.); H. Armed Services, draft legislation; H. Education and Labor, Department of Labor Extension Service; H. Expenditures in the Executive Departments, Federal Property Act; H. Public Lands, Solano County irrigation and reclamation project, Calif.

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For supplemental information and copies of legislative material referred to, call Ext. 4654 or send to Room 113 Adm. Arrangements may be made to be kept advised, routinely, of developments on any particular bill.

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the blessings of a new life in this country.

For these reasons I am obliged to withhold approval of the bill.

HARRY TRUMAN.

THE WHITE HOUSE, April 12, 1948.

The SPEAKER. The objection of the President will be spread at large upon the Journal, and the message and bill referred to the Committee on the Judiciary and ordered printed.

LESLIE PRICE ET AL.—VETO MESSAGE  
(H. DOC. NO. 608)

The SPEAKER laid before the House the following veto message from the President of the United States, which was read by the Clerk and, together with the accompanying papers, referred to the Committee on the Judiciary and ordered printed:

*To the House of Representatives:*

I return herewith, without my approval, the enrolled bill (H. R. 1586) "For the relief of Mrs. Leslie Price, Philip C. Price, Mrs. Louise Keyton, Annie Curry, and James Curry."

The bill would provide for the payment to Mrs. Leslie Price the sum of \$1,007.50; to Philip C. Price, the sum of \$807.50; to Annie Curry, the sum of \$567.19; to James Curry, the sum of \$656.26; all of Donovan, Ga.; and to Mrs. Louise Keyton, of Wrightsville, Ga., the sum of \$590, in full settlement of all claims for personal injuries, medical expenses, property damage, and loss of earnings as the result of a collision of a car belonging to Mrs. Leslie Price and an Army vehicle on April 4, 1943.

From available information it appears that, at about 10:30 a. m. on April 4, 1943, an Army truck operated by an enlisted man on official business was proceeding north on United States Highway No. 1, near Augusta, Ga. Upon reaching a point where an intersecting road enters that highway from the west, the Army driver, desiring to turn left thereon, stopped his truck on the right-hand side of the pavement to await the passage of a south-bound convoy of Army vehicles, which was already passing the intersection. An automobile owned by Mrs. Leslie Price and operated by her husband, Philip C. Price, in which Mrs. Price, Mrs. Louise Keyton, James Curry, and his wife, Mrs. Annie Curry, were riding as passengers, was proceeding north on United States Highway No. 1 and approach the stopped Army truck from the rear around a right-hand curve. As the civilian automobile neared the Army truck, Mr. Price turned to the left side of the highway to pass the truck and as he did so his car collided head-on with an oncoming Army command car, the seventh or eighth unit in the south-bound convoy. The civilian vehicle was demolished and all of its occupants sustained personal injuries.

The driver of the Army truck which had stopped at the intersection stated that he had given the proper hand signal before stopping his truck, and this was corroborated by the statement of another enlisted man riding in the truck as a passenger. The civilian driver, Mr.

Price, denied seeing the hand signal, and stated that he had been driving at a speed not exceeding 30 miles an hour and following the Army truck at a distance of from 20 to 30 yards. He also made the following statement:

I did not realize that it [the Army truck] was not moving until I was very close to it, about 20 or 25 feet away. If the driver of the Army truck gave any signal, I did not see it. The part of the road I could see at that point looked like it was clear, so I pulled sharply to the left to go around the parked truck. I saw another Army vehicle, leading a convoy, coming toward me. I immediately put on brakes and tried to cut back to the right and go between the two vehicles, but could not make it. The left front of my car hit the left front of the Army command car. I estimate that my speed and the speed of the Army vehicle were both about 20 miles per hour when we hit.

The above statements show that the civilian driver was not giving proper attention to the Army truck which he was following. This is indicated by his statement that, although he was driving at least 20 yards behind the Army vehicle, he did not observe that it had stopped until he was within 20 or 25 feet of it. It may be that the reason Mr. Price did not see the stop signal given by the Army driver was because he was not watching the truck at the time it was brought to a stop. When he saw that he could not stop in time to avoid striking the truck, he turned into the left lane of the two-lane road without ascertaining that it was clear. The conclusion therefore seems inescapable that the sole proximate cause of the accident and resulting property damage and personal injuries sustained by these claimants was the negligence of the civilian driver.

In the light of all the facts and circumstances surrounding this accident there is no justifiable basis for an appropriation for the relief of these claimants. Therefore, while deeply regretting this unfortunate occurrence, I am constrained to withhold my approval from the bill.

HARRY S. TRUMAN.

THE WHITE HOUSE, April 12, 1948.

AKIKO TSUKADO MILLER—VETO MESSAGE (H. DOC. NO. 609)

The SPEAKER laid before the House the following veto message from the President of the United States, which was read by the Clerk and, together with the accompanying papers, referred to the Committee on the Judiciary and ordered printed:

*To the House of Representatives:*

I return herewith, without my approval, the enrolled bill (H. R. 2347) for the relief of Mrs. Akiko Tsukado Miller.

The bill proposes to provide that notwithstanding the provision of law excluding from admission to the United States persons of races ineligible to citizenship, Mrs. Akiko Tsukado Miller, Japanese wife of an officer in the United States Navy, may be admitted to the United States for permanent residence upon compliance with the requirements of the so-called "Soldier Brides' Act."

The beneficiary of this bill is now eligible for admission to the United States for permanent residence under the act of July 22, 1947, Public Law 213, Eightieth Congress, which amended the so-called "Soldier Brides' Act," so as to extend the benefits of that act to persons of all races. Accordingly, this legislation is not necessary.

HARRY S. TRUMAN.

THE WHITE HOUSE, April 12, 1948.

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES—FINANCIAL ASSISTANCE TO LATIN-AMERICAN COUNTRIES

The SPEAKER laid before the House the following message from the President of the United States, which was read and, together with the accompanying papers, referred to the Committee on Banking and Currency and ordered printed:

*To the Congress of the United States:*

In recent months the United States has been considering a number of measures to further the achievement of the primary objective of our foreign policy—the establishment throughout the world of the conditions of a just and lasting peace.

One of the essential requirements for the attainment of that objective is continuing cooperation among the American Republics and collaboration in the development of their resources and industries.

Genuine friendship has long existed between the people of the United States and our neighbors to the south. This friendship has been marked by cultural and economic association and close cooperation. The people of the United States have strongly supported the policy of the good neighbor and have a special regard for the peoples of the countries to the south of us.

The United States has long recognized the importance of economic and political stability in the Western Hemisphere. Such stability rests substantially upon the continuation of a satisfactory rate of economic progress. In this respect, we must fairly recognize that the economies of the other American Republics are relatively undeveloped. In these countries, natural resources are abundant but the expansion of production has been restricted due to the lack of capital and of modern production methods. Production can be increased only by means of a considerable volume of capital investment in transportation and power facilities, processing plants and other installations.

To some extent the need for capital in these countries is met by domestic savings, but such savings in general are insufficient to secure the necessary equipment and technical skills. Substantial and continued progress in the development of the resources and industries of the other American Republics therefore requires foreign financing. The United States, by reason of its close relations with these countries and its strong economic position, is the principal source to which the other American Republics look for equipment, materials, and technology, as well as for their financing.

I recommend, therefore, that the Congress increase the lending authority of the Export-Import Bank by \$500,000,000. The proposed increase in the lending authority of the bank would not involve any change in the statutory requirements under which the bank has been operating.

This increased lending authority would place the bank in a position to assist in meeting essential requirements for the financing of economic development in the other American Republics. It would permit the bank to make loans for well-planned development projects which are economically justified, and to cooperate most effectively with private funds.

Such an increase would not, of course, be a substitute for necessary action that the other American Republics can and should take to attract private investment capital and to mobilize fully their own investment resources.

The proposed increase represents, I believe, an important step which this Government should take to assist the economic development of the countries to the south of us.

It is of great importance to the United States, as a member of the American community, that there be continued expansion of production, increasing trade activity and rising standards of living in the other American Republics. It is in our mutual interest to help develop in the countries to the south those essential materials which are becoming less abundant in the United States, as well as others regularly imported from distant regions.

Above all, it is in our mutual interest to assist the American Republics to continue their economic progress, which can contribute so much to the cooperative strength of the independent American Republics.

I request the Congress, therefore, to give favorable consideration to the proposed increase in the lending authority of the Export-Import Bank.

HARRY S. TRUMAN.

THE WHITE HOUSE, April 8, 1948.

#### FEDERAL-AID HIGHWAY ACT OF 1948

Mr. DONDERO. Mr. Speaker, when the House adjourned last Thursday it had adopted House Resolution 521 for the consideration of the bill H. R. 5888.

I therefore move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill H. R. 5888, to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill H. R. 5888, with Mr. BYRNES of Wisconsin in the chair.

The Clerk read the title of the bill.

By unanimous consent, the first reading of the bill was dispensed with.

Mr. DONDERO. Mr. Chairman, I yield myself 10 minutes.

Mr. Chairman, nearly 55 years ago in the city of Chicago, Ill., there was held

what was known as the World Columbian Exposition. Over the golden doorway of the Transportation Building at that exposition was inscribed these words: "There be three things that make a nation great and prosperous—a fertile soil, busy workshops, easy conveyance for man and goods from place to place."—Bacon.

The bill before the House today intends to promote and extend the third of these three great things that make a nation great and prosperous, namely, easy conveyance for men and goods from place to place.

The Committee on Public Works brings to the floor of the House H. R. 5888 with an unanimous report. There is no dissenting opinion. The bill is plain in its language. It simply provides, as the gentleman from Iowa so ably explained to the House last Thursday, for a continuation of the national road program for a period of 3 years and extends it through the years 1950, 1951, and 1952. It provides \$500,000,000 a year for three years to be allocated and apportioned among the 48 States, this money to be met by matching funds by the States for the purpose of building new roads and perfecting the road system of the United States.

It may be of some interest to know that in this country we have 3,330,000 miles of good roads, including the paved streets in the cities. Eliminating the streets in the cities and towns the United States has 1,300,000 miles of good paved roads. That is enough paved road to girdle this earth 51 times. In my own State of Michigan we have more good roads than they have in all of Russia.

Coming from the State of Michigan as I do, where the capital of the automobile industry is situated, quite naturally I am intensely interested that the Nation's roads be improved and extended, because of the 37,000,000 registered automobiles in the United States. We have the greatest system of highways and roads in the entire world. We have one car for every four people of the Nation. We could put the entire American population on rubber today and move them from one State to another.

The funds are divided exactly the same as they were under the old Road Act, namely, 45 percent for projects on Federal highways systems, 30 percent on principal secondary and feeder roads and 25 percent on the Federal-aid highway system in urban areas. Members of the House who come from the large populous cities of the Nation, I mean large cities, I am sure will be greatly interested, because it assists the cities in constructing the main highways that lead in and out of the great populous centers of the United States. In addition to that there are \$25,000,000 annually for the years 1950, 1951, and 1952 for forest highways; \$12,500,000 annually for 3 years for forest development roads; \$4,250,000 annually for 3 years for the maintenance of trails, inclusive of necessary bridges, in national parks, monuments, and other areas; \$10,000,000 annually for access to national parks and national monuments and \$6,000,000 for Indian reservation roads and trails.

That is the substance of the bill. I do not know of any argument or dissenting opinion in opposition to it. I do not think it is necessary for me to say that the winter of 1947-48 was one of the most severe and hard winters that we have had in this Nation in many years, and as a result of that the highways and roads of this country are now in a bad state of repair. I think I ought to mention that the roads necessarily were neglected somewhat because of the years of the war when attention could not be given to them. This bill is to carry forward the program in order to repair the roads and bring the highway system of the United States to a very high level.

Mr. CUNNINGHAM. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield to the gentleman from Iowa.

Mr. CUNNINGHAM. I want to thank the gentleman for his splendid presentation and ask him if he does not agree with me when I say that this is an American bill? It is for the welfare of all the people of the United States, just as the act that our beloved Speaker performed Saturday was for the welfare of all of our people. While I am on my feet, in answer to the gentleman who wondered where the first lady would be, I would say that the first lady will probably be, as she always has been—all the people of the United States. The welfare of all the people has always been close to the heart of our beloved Speaker.

Mr. DONDERO. I appreciate the gentleman's contribution.

May I add at this time my appreciation for the splendid presentation that the gentleman addressing the House made of this bill last Thursday. The gentleman from Iowa is the chairman of the Roads Committee of the Committee on Public Works and as such has devoted a great deal of time and attention to the preparation of this bill. We owe him and his colleagues on that committee on both sides of the aisle, including our very able colleague from the State of Mississippi, the ranking minority member [Mr. WHITTINGTON], who has never failed to make his contribution of a constructive nature in the preparation of this and other legislation, a sincere vote of thanks.

Mr. CASE of South Dakota. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield to the gentleman from South Dakota.

Mr. CASE of South Dakota. Mr. Chairman, I would like to say that those of us who have been interested in road matters and have followed the endeavors of the Public Works Committee, deeply appreciate the constructive work that the committee as a whole has done on this bill. There are some notable improvements, particularly in the language which relates to that portion of the bill dealing with the secondary roads, over prior acts on Federal aid.

This bill establishes for the first time the definition that the term "secondary and feeder roads" shall include county and township roads. However, in reading the bill it appears to me that the text does fit for the purposes of this act and subsequent acts. Now, it has come to my

attention that there are many States where the secondary road allotment funds have not been used because of various difficulties, lack of time, lack of matching funds, lack of personnel, and so forth. The extension of secondary funds to county and township roads will increase the possible matches, so to speak, for this and future programs. But what about the unexpended portions of existing allotments? I am wondering if there would be any objection on the part of the committee to amending that paragraph on page 2 extending the secondary road provisions of the Federal aid act to make it read "except that for the purposes of any act relating to the postwar construction" and so forth, so as to make this definition of secondary and feeder roads include county and township roads, on any unexpended funds now existing as well as future appropriations under the authorizations herein created.

Mr. STEFAN. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. STEFAN. Are you going to take some time to discuss that and offer an amendment, or are you going to ask the committee to accept it?

Mr. CASE of South Dakota. I was hoping that perhaps the committee might agree that that was their intention and their purpose and that they might frame a committee amendment to cover it; otherwise I would seek to offer such an amendment.

Mr. MCGREGOR. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. MCGREGOR. In reply to the gentleman from South Dakota, I happen to be the author of the amendment that is being discussed. It was the complete intent of the author, and I think the intent of the Subcommittee on Roads as well as the intention of the full committee, that the Federal Works Agency and all previous acts would be taken care of by this act. We simply wanted to amend the language in the previous legislation relative to the 1944 Highway Act. We had the legislative counsel draft the amendment and it was categorized under the words "this act." I think I am correct in that statement.

Mr. CUNNINGHAM. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. CUNNINGHAM. The gentleman from Ohio is correct. The 2-year grace period which is in the present law will give the Public Roads Administration the right to so construe it and according to the testimony before our committee, it is my understanding that that is what it intends to do. I do not believe any amendment as suggested by the gentleman from South Dakota is necessary.

Mr. WHITTINGTON. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. WHITTINGTON. It strikes me that the very language of the act where they use the language "Federal Highway Act of 1944," including county and township roads settles the matter.

Mr. CASE of South Dakota. I thought so too in reading that portion of it, but I

went back and read the earlier part of the paragraph where it states "except for the purposes of this act and all subsequent acts." I was just a little afraid that that might be interpreted to mean that it included only the funds appropriated under the authorization of this act.

Mr. WHITTINGTON. It does provide for this and subsequent acts. In addition to that, it amends the act so as to make it retroactive to those funds that have not been allocated.

Mr. CASE of South Dakota. Certainly I would agree that the statement of the gentleman from Ohio who apparently offered the language in committee, together with the statement of the gentleman from Iowa, who is chairman of the subcommittee, which I understand worked out the bill, and the statement of the gentleman from Mississippi, the ranking minority member, that such was the intent, it would be difficult for the lawyers or the General Accounting Office to construe it otherwise. With these positive statements on the part of the gentleman on the floor of the House during the consideration of this bill that should be the way the language will be construed. I appreciate the expressions which have been made.

Mr. STEFAN. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. STEFAN. May I ask my colleague from South Dakota [Mr. CASE] whether he is satisfied now that the unexpended balances for secondary roads can be used on county and township roads?

Mr. CASE of South Dakota. Certainly in view of the statements that have been made by the various gentlemen, it would seem they could be so used as well as allocations under any appropriations authorized which have not actually yet been made. But I shall be glad to confer with the gentleman from Nebraska if there is any doubt remaining in his mind and we will talk further with the gentlemen about it.

Mr. STEFAN. I have talked to the distinguished chairman of this committee, Mr. CUNNINGHAM, and the gentleman from Iowa was very anxious to put something in the bill, at my suggestion, that would actually get some of these farm-to-market roads constructed. If the gentleman is satisfied that with the assurance of the members of the committee, no amendment is necessary, I would go along with him. But if you think an amendment is necessary to strengthen it, so as to bring about a construction of these farm-to-market roads, I would go along with you on that.

Mr. DONDERO. May I say to the gentleman from South Dakota that the committee devoted more time to the language which was proposed by the gentleman from Ohio than perhaps any other section of the entire bill. The gentleman from Ohio is entitled to a great deal of credit for putting into this bill language which would encourage the improvement of these township roads which come, of course, under the highway system of the United States.

Mr. CASE of South Dakota. It certainly was a very constructive contribu-

tion to the act, because I think every Member of the House wants to see some of these roads get out to where the people live. I am for it so strongly that I want county and township roads made eligible for existing funds as well as those to be appropriated in the future.

Mr. BENDER. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. BENDER. I want to commend the chairman of the committee, the gentleman from Michigan [Mr. DONDERO] for his diligence and painstaking efforts to see to it that the taxpayer gets his money's worth. This is a fine bill. The absence of opposition to the bill is a testimony of the way Congress feels about his work and the work of the chairman of the Roads Committee, the gentleman from Iowa [Mr. CUNNINGHAM]. I also want to commend my colleague, the gentleman from Ohio [Mr. MCGREGOR]. You have properly stated the case in giving him credit for looking after secondary roads. This issue was discussed very fully by the full committee as well as the subcommittee and adequate provision was made. I compliment our chairman [Mr. DONDERO] for his splendid leadership.

Mr. DONDERO. I thank the gentleman for his statement.

The CHAIRMAN. The time of the gentleman from Michigan has again expired.

Mr. DONDERO. Mr. Chairman, I yield myself one additional minute.

Mr. MURDOCK. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. MURDOCK. Can the gentleman tell me whether this \$6,000,000 for Indian reservations is an increase? I think it is, but I am not quite sure.

Mr. DONDERO. Will the gentleman from Iowa answer the question whether the \$6,000,000 provided in the bill is an increase or the same amount provided in the last bill?

Mr. CUNNINGHAM. The same amount as in the last bill. That was put in at the instance of the gentleman from South Dakota [Mr. CASE], who offered an amendment on the floor in December 1944 which was adopted by the House at that figure. The committee carried it on at the same figure that was put in at that time.

Mr. MURDOCK. I want to commend the committee for that. I wish it might have been more.

Mr. HOBBS. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield.

Mr. HOBBS. I wish to join the distinguished gentleman from South Dakota in his blanket tribute to all of the chairmen and the members of this committee that have brought in this bill. I would like to ask the gentleman two questions, if I may.

I understand that this extends the appropriation of the 1944 act for grade A highways of the Federal-aid type, and that will not expire on June 30.

Mr. DONDERO. It will not. It extends the entire highway program for 3 years more until 1952.

Mr. HOBBS. That was my understanding.

The CHAIRMAN. The time of the gentleman has again expired.

Mr. DONDERO. Mr. Chairman. I yield myself one additional minute.

Mr. HOBBS. I understand the Federal Good Roads Bureau has nothing to do with State parks, but inasmuch as the State parks were built by the Federal Government, and some of them are located in national forests, I hope the gentleman can assure us that there will be sympathetic consideration of the cooperative protection that will give us public roads to them.

Mr. DONDERO. I am sure that will be so.

Mr. HOBBS. I thank the gentleman.

The CHAIRMAN. The time of the gentleman has again expired.

Mr. CUNNINGHAM. Mr. Chairman, I yield such time as he may desire to the gentleman from Oregon [Mr. ANGELL].

(Mr. ANGELL asked and was granted permission to revise and extend his remarks.)

Mr. ANGELL. Mr. Chairman, this bill, H. R. 5888, is a substitute for H. R. 4867 and H. R. 4868, upon which extensive hearings were held by the Public Works Committee, of which I am a member. In effect, with some modifications, it continues the 3-year, post-war Federal-aid highway program under which we are now operating, for an additional 3-year period with authorizations for appropriations of \$500,000,000 per year, the amount carried in the Federal Aid Highway Act of 1944. Under that act and under this bill, the appropriation is divided as follows: (a) \$225,000,000 for projects on the Federal-aid primary highway system either inside or outside municipalities; (b) \$150,000,000 for projects on the Federal-aid secondary highway system, which includes farm-to-market roads, rural free delivery mail, and public-school bus routes; (c) \$125,000,000 for projects on the Federal-aid urban highway system.

Testimony was heard by the committee from all parties interested in highway development throughout the Nation, and there was almost unanimity of opinion that the 1944 Federal highway program had met with almost universal approval and should be continued for another 3 years. Under this bill, the authorizations begin with the termination of the present law and continue for a period of 3 years thereafter.

The program for primary and secondary road systems has proved to be a great boon to our economy, not only in peace but during war. We found, during the war, that adequate public roads were an essential to our war activities. Likewise, in peacetime, they are one of the most important links in the economy of the Nation. The Federal Government has long contributed to the States and their local subdivisions on a 50-50 basis for road construction. With the advent of the automobile and the demand for truck transportation, the program for construction and maintenance of public roads has been a major one. During the year 1947, 7,929 miles of Federal-aid highways of all classes were constructed, as compared with only 2,964 miles in 1946.

This was a much curtailed program, however, as in 1941 we constructed 12,936 miles of roads with Federal aid. The total cost of completed projects on the Federal-aid system in 1947 was \$142,965,296, and completed secondary roads cost \$55,334,860. In money value, the highway program for the year amounted to approximately \$1,000,000,000, that is, \$932,362,226 for 24,720 miles of highways. The total payments of the States during the year for work done on Federal-aid highways amounted to \$193,634,155.

By this bill the Public Works Committee has approved a program for the next 3 years, projected on the needs of speeding up construction to overtake, as far as possible, the lag which was occasioned by the war. The Federal Aid Highways Acts of 1944 authorized appropriations of \$500,000,000 annually to aid the States in highway improvement in each of the first 3 postwar fiscal years. This program will expire next year, and our committee has recommended its extension on the same basis. The 1944 act required the designation of a national system of interstate highways not to exceed 40,000 miles in extent, by joint action of the State highway departments and the Public Roads Administration.

It is true we have a heavy budget and will be called upon to expend, in the next several years large sums of money for providing national defense as well as carrying forward our commitments for aid to European and Asiatic countries in the work of rehabilitation and providing a staple peace. However, we will be unable to meet our obligations in these respects if we permit our economy at home to be undermined, and fail to make the necessary appropriations from the Federal Treasury to build up and maintain our domestic economy. The building and maintenance of adequate national highways is an essential part of national defense as well as our domestic economy. Highways are the life lines of our Nation. Without adequate highways we will not be able to carry forward the commerce of the Nation which proved to be the strongest factor in our success in World War II. Moreover, there are in our Nation today more than 25,000 communities wholly dependent upon highway transportation for their commercial life.

Some question was raised before our committee as to the advisability of continuing the program for a 3-year period. There was much support for continuing it for a 5-year period instead of three. It must not be overlooked that the States, in matching these Federal funds, must have sufficient time in advance of receiving the funds, to perfect their plans and enact the necessary legislation to secure the matching money and set up their own road programs. In order to accomplish this, the State legislatures need to be assured that a long-range highway construction program will be maintained. Most of the State legislatures meet only every 2 years, which means that their own programs must be provided for 2 years in advance, and unless they know at the time of the sessions what the Federal program will be, it is impossible for them to act wisely in projecting their plans.

Mr. Chairman, in the Western States and in some of the Southern States, there

is a heavy stand of commercial timber. In my own State of Oregon, we have the largest stand of commercial timber of any State in the Nation. In these States forest highways are of great importance to the marketing, conservation and protection of the commercial stands of timber. We are, for that reason, especially interested in the forest highway program and feel that it would be a great mistake if there should be any diminution in support of the program for forest roads. We found, during the war and in the post-war period, that an adequate supply of forest products was essential to our economy. It is, therefore, particularly necessary that we provide the funds for access roads through these forests to market the mature timber and make it available, not only for peace time use, but to assure an adequate supply of timber products for national defense in case of an emergency.

Mr. Chairman, I trust that this most worthy bill will receive the unanimous support of the House.

Mr. WHITTINGTON. Mr. Chairman, I yield myself 15 minutes.

Mr. Chairman, there is universal need for the expansion and enlargement of the highways of the Nation. Prior to the act of 1944 there had been no authorization act since 1940. That act provided for authorizations for the fiscal years 1942 and 1943. Our highways proved their worth during the war. No construction was made except for strategic highways or access highways, and highways to military, naval, and airport installations, in aid of the war effort, during the war.

The bill before us has the unanimous approval of the Committee on Public Works. The report is informative. Hearings were conducted and they are extensive and are available to the Members.

The Federal-Aid Highway Act of 1944 was approved on December 20 of that year, and it was implemented by Concurrent Resolution 81, approved October 2, 1945, to provide authorization for appropriations for the fiscal years 1946, 1947, and 1948. Under the terms of the act, all States had 1 year in which to match the apportionment of funds to the States.

By the act of June 21, 1947, that 1 year was extended to 2 years. There has been delay in construction, there has been scarcity of materials, scarcity of labor. High costs of construction have contributed to the delay in the improvement of highways. While the authorization in the act of 1944 was for 3 years, for practical purposes it includes the year 1949, and is thus for 4 years. The pending bill is for the fiscal years 1950, 1951, and 1952. The act of 1944 provided for an interstate or inter-regional highway system. That system was approved on August 2, 1947. It consists of approximately 40,000 miles. It connects the principal cities of the country.

The needs for highways are multiplied. In the peak year 1941 there were 34,356,000 motor vehicles on the highways of the country. During the year 1947 that number had increased by 2,644,000, having reached a total of 37,000,000, and

it is believed that by fiscal year 1950 there will be 50,000,000 motor vehicles registered. This means that our present system of highways is inadequate and that it must be expanded to keep pace with our needs. Formerly, highways were constructed to connect rural areas with cities. Then plans were to bypass municipalities. We now know that that was a mistake. There must be express highways and main thoroughfares through urban areas, so that Federal roads may connect; for, after all, the density of traffic is in the urban areas.

Definite planning is essential in both primary and secondary roads.

The present bill is a 3-year authorization, as I have stated. It is substantially in the language of the act of 1944 with two exceptions: One, a clarification of the definition of secondary roads to include what the committee has maintained was provided in the act of 1944, to wit, township and county roads; and, secondly, to provide for the first time 3 years for matching the Federal-aid funds. This is most important.

Funds are allocated about 3 months before the beginning of the fiscal year and there is a definite yardstick. All States are treated alike. After the funds are allocated, contracts may be made, but to protect the taxpayers of the country it is essential that contracts shall not be forced and that the people of the country not be required to pay more than their roads are worth so that if contracts are too high, if labor is too expensive, there are 3 years in which to do the job. That is a most constructive feature of the act.

There are approximately 3,300,000 miles of roads in the United States. Seven percent is the Federal-aid primary system. That 7 percent aggregates about 209,237 miles, of which 189,000 miles have been improved with Federal aid, the remainder having been improved by the States. It is estimated that 36,000 miles of the 189,000 constructed with Federal aid on the Federal-aid system must now be replaced.

We have in the State highway system approximately 246,928 miles.

In the third category, county and local roads, we have approximately 1,034,826 miles.

The pending bill provides that 45 percent of the \$500,000,000 authorized shall be for primary Federal-aid roads; 30 percent for secondary or feeder roads; and 25 percent for urban highways, that go through our municipalities.

The States have to match all of these funds and it is essential now for the States to know what funds they must match in 1950, 1951, and 1952. The legislatures of 44 States meet in 1949 and they must know what Federal-aid funds will be available so they can make provision in advance for matching; hence the imperative necessity for an authorization bill at the present time.

Again, it is necessary for plans to be made before contracts can be awarded, and it takes time to make plans.

The Federal-aid highway program has been in operation since 1921—more than 26 years. It has made a great contri-

bution to highway construction. It has resulted in a better type of road. All of the States are in position to profit by the construction. The Federal Public Roads Administration has a laboratory located in the District of Columbia, an experimental laboratory, and better roads are being constructed as a result of research and experimentation. This is an experimental laboratory, as I have stated, and its facilities are being enlarged and increased. Investigations are there being made to improve the various types of roads.

In 1936 we provided for the first time for the improvement of our secondary roads. The result has been that a higher type of secondary road has been constructed in the country. The intention was not to provide merely for another county or township road but for a better road, a dustless road, as far as possible. A great advance has been made as a result of this authorization for the improvement of our secondary roads, the farm-to-market roads, so that the produce of the country may be brought to the markets for disposal. The mail and school-bus routes have been improved.

Federal-aid highway construction was only about 14 percent of the entire construction of roads in this country in 1947. Out of the 3,300,000 miles only about 233,000 miles are Federal-aid highways with 209,237 miles improved.

I referred to the cost of construction as contributing to the delay. Highway construction has increased about 93 percent since 1940. There has been an increase of about 32 percent since 1945. The cost of building the earthen embankment has not increased as much as the cost of the slabs. The mile cost has probably increased 75 percent.

Mr. Chairman, it is essential that this bill be passed now so that we can provide for the improvement of our highways. There was substantially no construction during the war, while, on the other hand, there was widespread deterioration. Roads are often destroyed by hard winters and in the flooded areas. All of the States have said that the authorization of this act is the very minimum amount required to continue the improvement of our roads.

The legislatures of 44 States of the Union are to meet, as I have stated, next year. We must give them an opportunity to match these funds. They must know how much they will be called upon to put up in order to secure Federal funds.

Mr. Chairman, highways influence civilization. They must be permanent. The average life of the better type highway now is about 30 years. We must build permanent roads as the Romans built them. An English author, Horsley, in speaking of the Roman roads, said:

These Roman ways in Britain have frequently been continued as the public roads so that where a Roman military way is wanting, the presumption is in favor of the present highroad if that be nearly in the same direction.

Permanency has characterized roads in the United States. The Boston Post

Road is one of the most famous roads in the Northeast, the Spanish Trail in the Southwest.

Mr. Chairman, when we build our roads we are building America. A strong America is essential to a secure America and a secure America is essential for peace in all the world. The need for highways, for transportation in times of peace, is multiplied in times of war. They serve their purpose during war. In peace strikes may come and strikes may go, but the highways provide for the continuation of transportation.

Mr. NICHOLSON. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Massachusetts.

Mr. NICHOLSON. If we in Massachusetts appropriate \$30,000,000 how much will the Federal Government allow us? Would it match that amount?

Mr. WHITTINGTON. No. The Federal Government appropriates this \$500,000,000 for all of the 48 States based upon mileage, post roads, and the population. The amount accruing to Massachusetts will be determined by those three factors and Massachusetts will then be required to match what the Federal Government provides under this act.

Mr. NICHOLSON. The Federal Government secures in gasoline taxes in Massachusetts about \$11,000,000 a year. Under the old Hayden-Cartwright bill we got about two and three-quarter million dollars back. Are we going to be treated the same way under this bill as we were under the Hayden-Cartwright bill?

Mr. WHITTINGTON. I may say that we have improved the allocation for the benefit of the more populous States since the Hayden-Cartwright Act of 1934 in order to give more consideration to the population factor. Under the terms of this bill with an authorization of \$500,000,000 Massachusetts' part is about \$10,208,000.

The CHAIRMAN. The time of the gentleman from Mississippi has expired.

Mr. WHITTINGTON. Mr. Chairman, I yield myself seven additional minutes.

Mr. MURDOCK. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Arizona.

Mr. MURDOCK. Would the gentleman tell me something about the access roads which we had during the war? Is there any provision in this bill for a continuation of the access roads to mines and forests?

Mr. WHITTINGTON. No. There is no provision in this bill, because this is a peacetime or postwar bill, and those authorizations were for the war period. They have been continued only to make the appropriations that were authorized. But there is a provision in this bill for the construction of forest highways and forest development roads and trails.

Mr. BROWN of Georgia. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Georgia.

Mr. BROWN of Georgia. The gentleman has made a splendid contribution in explaining this bill. As I understand, 30

percent of the amount carried in this bill is allocated to farm-to-market roads.

Mr. WHITTINGTON. The gentleman is correct.

Mr. BROWN of Georgia. That is more than was allocated in the 1944 bill?

Mr. WHITTINGTON. No; that is the same percentage as carried in the 1944 act.

Mr. BROWN of Georgia. I also understand that this bill extends the period 3 years in which to match the funds allocated to each State.

Mr. WHITTINGTON. Yes. We extend matching from 1 to 3 years.

Mr. BROWN of Georgia. I will say that I am very much interested in roads, especially the farm-to-market roads. I congratulate the gentleman and his committee for bringing in such a constructive bill.

Mr. JONES of Alabama. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Alabama.

Mr. JONES of Alabama. In discussing matching or participation by the States, I call attention to section 3, subsection (a), that there is an amount of \$4,250,000 appropriated for national parks, monuments, and areas administered by the National Park Service. Now, that is not a matching arrangement, is it?

Mr. WHITTINGTON. Not at all, and I did not so state. I said that Federal-aid primary, secondary, and urban roads had to be matched. None of the provisions for roads that are to be constructed through the national forests or the park roads or the national parkways or the Indian reservations are to be matched. They never have been matched heretofore under previous highway Federal-aid authorization acts.

Mr. JONES of Alabama. I thank the gentleman, and I congratulate him on his fine statement, as well as the committee, for bringing out such a valuable bill in the interest of the people of this country.

Mr. GRANGER. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Utah.

Mr. GRANGER. The gentleman always makes a very clear and concise statement. May I ask the gentleman whether or not the funds in this bill are allocated on the same formula as we have had heretofore?

Mr. WHITTINGTON. Exactly as heretofore. This bill is an exact copy of the act of 1944 in amounts and in terms, except in two particulars, and that has to do with the definition so as to provide for county and township roads being considered as secondary roads, and extending the matching from one to three years. Otherwise it is identical with the act of 1944.

Mr. GRANGER. One more question. According to the gentleman's statement, if the prices are too high, that is, the bids on contracts are too high, how long will these funds remain available to the States?

Mr. WHITTINGTON. Until 3 years from the close of the fiscal year for which they are authorized.

Mr. GRANGER. Three years?

Mr. WHITTINGTON. Yes. I might say that some advocated a smaller appropriation and some advocated authorization for a shorter time. I believe that by making this provision for 3 years for matching that we have met the views of those who insisted upon a smaller authorization and those who insisted upon a shorter period, because this is a program that is really not adequate for our expanding highway needs. We are building now under the act of 1944 only about 12,000 miles of main Federal-aid highways and only about 36,000 miles of secondary roads, and that is a small part of the 3,300,000 miles of roads in this country. We may have to increase the authorization before the expiration of the last fiscal year, 1952, and certainly we will have to increase it within the 3 years to match, for our highway transportation needs are constantly growing and increasing.

Mr. ARNOLD. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Missouri.

Mr. ARNOLD. Within the gentleman's recollection as a member of the committee, has the Public Roads Administration ever expended all the funds that have come to them from the States?

Mr. WHITTINGTON. Well, the gentleman understands that the Public Roads Administration does not collect or does not expend any money whatsoever. All contracts for Federal-aid roads, for secondary roads, for roads through municipalities, are made by the State highway commissions, by the State agencies. They are approved by the Public Roads Administration.

I would like you to keep in mind that all of the secondary farm-to-market roads are approved only by the Commissioner of Roads in Washington after the county supervisors or county commissioners have recommended them to the State highway commissions and after the State highway commissions have reported on them. I would like to say also that there is a standard type of Federal aid highway that is being used generally in the country as a result of Federal aid only because prior to Federal aid North Carolina had its type; Illinois had its type; and Missouri and Mississippi didn't have much type at all.

Mr. ARNOLD. If that is the case, you do not come anywhere near spending this fund that is earmarked or that the States send to the Federal Government for spending back in the States. I believe, as the gentleman from Iowa [Mr. CUNNINGHAM] explained, that only 45 percent of the money was being expended. If that is the case, why can we not reduce the tax, let us say, for a year?

Mr. WHITTINGTON. I think that is a fair question. We build roads, or rather authorize their construction. We do not levy taxes. I think the gentleman from Iowa [Mr. CUNNINGHAM] explained it. I tried to explain it, and I will try to explain it again. We authorize \$500,000,000 annually for a period of 3 years; on account of high costs and the inability to obtain contracts there was appropriated up to the 1st of January 1948 only \$425,000,000

of the \$1,500,000,000 authorized. During the current year the House has already appropriated and there is pending in the Senate \$452,000,000 for construction under the act of 1944. That will leave substantially \$300,000,000 to be provided for construction in 1950. So that the virtue of this act is that we provide for construction and pay the money out of the Treasury as the construction is being done, under the contract provisions of the act.

Mr. ARNOLD. The Public Roads Administration tells me that a great deal of money is being paid in by airplane companies. That airplane companies are paying a cent and a half tax into the road fund. Should not something be done to reimburse the airplane companies or to build strips for them or build roads into the airports with this money?

Mr. WHITTINGTON. My judgment is, and I am not going to be diverted from the main question here, we have made fairly good provision under the Civil Aeronautics Appropriation Act for construction of airfields in this country. There was collected in the calendar year 1946 from all sources from gasoline and other Federal excise taxes \$882,000,000. This bill authorizes in round figures an appropriation of \$557,750,000 for all purposes. In other words, this program is self-liquidating. It has been self-liquidating from the beginning. Those who use the roads pay for them, and that is the soundness of this legislation.

Mr. ARNOLD. If that money was used for air strips, and roads into the air fields, would not we then have more money for the farm-to-market roads?

Mr. WHITTINGTON. Not at all because we are using money collected from all sources. We are not earmarking it. But we have provided for more money than has ever been provided in any previous appropriation, for secondary roads except in the act of 1944.

Mr. CUNNINGHAM. Mr. Chairman, will the gentleman yield? I believe I can help to answer the question being raised by the gentleman from Missouri.

Mr. WHITTINGTON. I yield.

Mr. CUNNINGHAM. If more money were appropriated at the present time, the States would not be able to handle it. Is that not correct?

Mr. ARNOLD. Then why not reduce the tax?

Mr. CUNNINGHAM. This committee has no jurisdiction over tax matters. That is a matter for the Committee on Ways and Means.

Mr. WHITTINGTON. This committee has no jurisdiction over the tax situation. This is an authorization bill, and we have nothing to do with levying or collecting of taxes.

Mr. PEDEN. Mr. Chairman, will the gentleman yield?

Mr. WHITTINGTON. I yield to the gentleman from Oklahoma.

Mr. PEDEN. In regard to the problem that arises in the State of Oklahoma, which has to do with urban funds under this bill, it is my understanding that under the provisions of this act, Federal expenditures can only be made in any urban project in cities of 5,000 or over, is that correct?

Mr. WHITTINGTON. Yes, that is true. Urban-area funds are limited to cities of 5,000 or more.

Mr. PEDEN. Suppose the State highway commission picks a town of 5,000 people in some part of the State and submits it to the Public Roads Administration or to their engineer and the engineer says, "I would rather you would build a road where the population is 10,000 or 15,000 or 20,000." In such a case, who is the authority to determine which road shall be built?

Mr. WHITTINGTON. That has to be initiated in the States. While we are on that question, it is well now to keep in mind that the United States is a big country.

We provide for farm to market roads either inside or outside of municipalities of less than 5,000 inhabitants. We provide for highways in urban areas in connection with municipalities or other urban areas of 5,000 or more. The act gives consideration to the countryside and to the great cities. All of the interests of the United States are considered. The act of 1944 and the pending bill really increase the allocation in the more populous States where there are large cities. We cannot provide for the rural districts without providing for the city or urban areas.

Probably those of us who come from rural districts think that our farm-to-market road is a difficult problem, but the municipalities have their problems also, and the primary purpose of this urban provision is to provide for express highways and thoroughfares through our municipalities, because the record is that all of the travel starts and stops within 30 miles of the municipalities. We profited by our experience. I believe the provisions of this act and the act of 1944 with respect to urban highways are sound.

In conclusion, I would like to say that 42 percent of the 189,000 miles in the Federal-aid system of 231,000 miles that have been improved with Federal aid is depreciating. Forty-two percent of the improved primary roads will wear out by 1957. The obsolescence and the depreciation are greater than the rate of replacements. While Federal aid is a small part of the total construction of roads and streets in the United States, it sets the pattern and thus influences road construction. The bill is the most constructive, and I believe the most all-embracing ever submitted to the Congress. It will provide for expansion and will thus promote the progress of the country. It will aid building and reconstruction in peace. It will promote national defense. More highways and better highways are essential in building a better country.

The CHAIRMAN. The time of the gentleman from Mississippi [Mr. WHITTINGTON] has expired.

(Mr. WHITTINGTON asked and was granted permission to revise and extend his remarks.)

Mr. CUNNINGHAM. Mr. Chairman, I yield such time as he may require to the gentleman from Iowa [Mr. JENSEN].

(Mr. JENSEN asked and was granted permission to revise and extend his remarks.)

Mr. JENSEN. Mr. Chairman, I wish to compliment the members of the Public Works Committee for their great interest in a good road system for the United States. Especially do I want to compliment our able colleague, the gentleman from Iowa, PAUL CUNNINGHAM, chairman of the Roads Committee of the House, author of this Federal-aid road bill, H. R. 5888, now before us.

I note with a great deal of satisfaction that 30 percent of the funds which this bill authorizes are to be spent on farm-to-market roads. I am sure, Mr. Chairman, that anyone who has tried to drive over the dirt roads of America during a rainy season are now ready to help our farmers get out of the mud.

Mr. CUNNINGHAM. Mr. Chairman, I yield such time as he may require to the gentleman from Iowa [Mr. MARTIN].

(Mr. MARTIN of Iowa asked and was granted permission to revise and extend his remarks.)

Mr. MARTIN of Iowa. Mr. Chairman, I commend the gentleman from Iowa [Mr. CUNNINGHAM], chairman of the Subcommittee on Roads, and I commend the entire committee on the sound approach they have made to Federal aid for roads in the bill, H. R. 5888, now before us for consideration. The committee has shown keen understanding of the importance of the development of all types of roads but I want to commend them in particular for the increase in the allotment provided for farm-to-market roads which I understand is increased in the bill, H. R. 5888, to seven times as much Federal aid per year as was ever provided by the Federal Government in any previous year. In these days of greatly increased farm production and greatly increased obligations to feed a war-torn world, the development of farm-to-market roads assumes much greater importance in our national economy than heretofore, because efficient and expanding farm production is very dependent upon efficient transportation to and from all farms that can possibly be reached by a well-developed system of roads.

I was deeply impressed by the statement made by the gentleman from Iowa [Mr. CUNNINGHAM], in the debate last Thursday when he pointed out that 97½ percent of all motor vehicle traffic in the United States originates and terminates within 30 miles of the urban centers and then defined an urban center as a town or city of 2,500 population, or more. I firmly believe that a complete analysis of highway traffic would show a fairly even increase in the volume of traffic from the grass-root farms to the large centers of population so that the bulk of our farm production and farm transportation comes from an area that produces a relatively small portion of all motor vehicle traffic. It would be a very serious mistake to distribute Federal-aid highway funds in exact proportion to the volume of automobile traffic, because such a policy would cut deeply into the funds made available for farm-to-market roads.

Furthermore, I want to commend the committee particularly on the policy of avoiding the making of our entire road development program dependent upon

revenues received by the Federal Government from particular sources such as excise taxes on new automobiles, automobile parts, tires, tubes, lubricating oil, and gasoline. While it is true that the revenues of the Federal Government from those sources in recent years have exceeded the Federal expenditures on roads, there is no reason to make our road development program entirely dependent upon revenues from those sources. I place the road development program very high in its importance to our entire national economy and I consider the development of every part of the entire road system as essential to the well-being of our national economy.

The general policy governing all Federal expenditures is to make them out of the general funds and not dependent upon revenues from particular sources. While it is very helpful and convincing to know that the Federal Government has been more than compensated from certain excise taxes from all funds expended on Federal aid to highways, it would be a serious mistake to make Federal aid to highways entirely dependent upon such revenues. There are many factors influencing revenue legislation that Congress should be able to consider without any fear of jeopardizing Federal aid to highways. For example, World War II tremendously increased our revenues from excise taxes and this increase has caused a very real problem to arise in the matter of adjusting revenue loss between the Federal Government and the States so as to avoid duplication or overlapping, especially in the field of excise taxes. I would not like to see the Federal Government put in the position of defending its present excise tax program because Federal aid to highway development might be curtailed if the Federal Government should modify its excise tax program.

I vigorously support the bill, H. R. 5888, and I want the people of my district to know that I consider this legislation so important that it should not be made dependent upon the volume of Federal revenues from certain excise taxes, and I want the people of my district to know and appreciate the foresight and good judgment shown by the Subcommittee on Roads and by the full Committee on Public Works in the writing of this legislation.

Mr. CUNNINGHAM. Mr. Chairman, I yield such time as he may desire to the gentleman from Missouri [Mr. ARNOLD].

(Mr. ARNOLD asked and was granted permission to revise and extend his remarks.)

Mr. ARNOLD. Mr. Chairman, there is a fairly well-established principle of public finance in this country which earmarks gasoline and other motor-vehicle taxes and regulatory fees to be used for the construction of public highways. That well-established financing principle is in use in 20 States, but it is not used by the Federal Government.

Because it works well in the several States where it is applied, I believe that principle should now be extended to the Federal Government and all such revenues should be earmarked for the construction of highways. These gasoline

and motor-vehicle funds should not be permitted to go into the general fund of the Treasury, where they may be spread all over the world for the benefit of everyone but the highway users of this country.

I realize that there is opposition to this proposal, opposition which comes from what I consider strange quarters. For instance, I understand the National Highway Users Conference is opposed to this principle. I assume they fear that as the need arises to speed up our Federal road-building program—needed for peace and for national security—there will be pressure to increase the Federal tax on gasoline in order to finance the program.

I think the statistics will show that quite the opposite might be the result. I firmly believe, and facts which I shall cite appear to back up that belief, that such a system of financing Federal highway construction would result in a reduction of such taxes.

Furthermore, I seriously doubt if an increased Federal gasoline tax—providing the revenue went into new or improved roads—would decrease the use of our highways. In the first place we would no doubt have less opposition to motor-vehicle and motor-fuel taxes and license fees if the highway user knew that all such moneys would be spent on more and improved roads. In the second place, such a program probably would increase the use of our highways, because it would enable us to build more and better highways faster.

I could cite many statistics to show that hand in hand with improved highways has come increases in the number of motor-vehicle registrations. We know from history that the invention of the automobile was the impetus for improved highways, and we know that as highways were improved the demand for new cars has grown. Wherever there are good roads, people will want to use them for pleasure as well as business, and more and more shippers will use motor-vehicle transport for the movement of goods in trade.

The Federal Government collects excise taxes on gasoline, lubricating oil, tires, tubes, automobiles, and motorcycles, trucks, and parts and accessories. There is also a motor-vehicle use tax. The Federal Government has been collecting such taxes in one form or another since 1917. During that time, according to the Public Roads Administration, a grand total of nearly \$8,000,000,000 has been collected. Public Roads Administration officials estimate slightly more than \$7,000,000,000 of the grand total has been paid by highway users.

During 1946 proceeds of Federal taxes relating to motor vehicles amounted to \$882,255,744 of which, it was estimated by the Public Roads Administration, highway users contributed \$796,060,301.

That same year Public Roads Administration estimates placed the total of such Federal excise taxes collected in Missouri at \$25,128,000, of which \$23,146,000 was paid by highway users.

In contrast, the total of Federal-aid payment to States during 1946 for highway construction amounted to \$146,034,-

000, of which but \$3,557,000 went to Missouri.

Missourians who used the highways paid into the Federal Treasury approximately twenty million more dollars in taxes than came back to the State for construction of roads. Missourians would not necessarily object to this discrepancy if the difference went to build highways in other States, which traveling Missourians might use, and over which goods could be transported; goods which thereby could reach Missouri at a lower cost, or whereby Missouri made or grown goods could be sent to other markets.

But this was obviously not the case. All highway users paid taxes estimated at more than \$796,000,000 during 1946, but Federal funds granted for highway construction in the various States amounted to but \$146,034,000. In other words, 83 percent of the money paid by highway users in excise taxes relating to motor vehicles went for purposes other than building roads.

Exactly where the highway users' dollar went cannot be determined accurately—but some of it may have gone to the War Department to carry on propaganda to influence the Congress into adopting universal military training, or some of it may have gone to England to help advance the cause of socialism. The summer of 1946, you recall, was when England floated a small loan of three and three-fourths billion plus dollars.

Since 1939, total excise-tax collections relating to motor vehicles have amounted to \$4,895,000,000, of which about four and one-fourth billion has been paid by highway users. During that same period slightly more than \$1,000,000,000—one-fourth of all money collected from highway users—has gone into the Federal-aid highway program.

In the same period total motor-vehicle excise taxes collected in Missouri amounted to nearly \$143,000,000, of which slightly more than one hundred and thirty-two millions came from highway users. Meanwhile, Missouri's share of the Federal-aid highway program amounted to \$27,000,000—one-fifth of the funds paid by Missouri drivers and operators of motor vehicles.

Forgetting about the total amount collected and confining ourselves only to the portion paid by highway users, we find that since 1939 through 1946 an average of \$528,000,000 was paid out by highway users to the Federal Government each year. In Missouri highway users pay out annually \$16,500,000.

Collections will continue at this rate, and probably a much higher one. During the war years driving was curtailed, and this cut into revenue collections. Subsequent to the war, the use of automobiles and motortrucks has increased rapidly, and the trend is still upward. We can expect, probably, to collect \$600,000,000 a year from highway users in the future, unless our petroleum supplies dry up. This does not seem likely as our scientists improve methods of turning coal and shale into petroleum products.

While the cost of road building varies greatly, depending upon the type of construction and the location, the cheapest

type is about \$10,000 per mile and the most costly is about \$35,000. A mile of concrete highway, 22 feet in width, costs about \$35,000. In some places, where aggregate is literally along the roadside, it runs somewhat less. In others, where sand and gravel must be shipped from a distance, it runs higher. Bituminous construction runs from \$10,000 to \$20,000 per mile. All other materials cost about \$10,000 per mile.

The annual average revenue collected from highway users would provide for construction of more than 15,000 miles of concrete highway a year. Over an 8-year period—the period covered in computing the average—that would be 120,000 miles of concrete highway.

The significance of this figure lies in its comparison with the 38,000 mileage of the interregional highway system approved and recommended by the Public Roads Administration, connecting all cities of 100,000 or more population and most of 50,000 and over.

Using the most inexpensive material, the average annual revenue from highway users only—would construct nearly 53,000 miles.

Not all new highway construction would be of concrete, not all of it would be restricted to 22 feet in width. Some would be twice that. Some would be bituminous. Your guess is as good as mine, but probably the average annual revenue from highway users only would pay for construction of something like 30,000 miles of brand new highway. Under our system—States match money made available by the Federal Government. Thus the joint effort, at existing rates, would provide for entirely new highway construction totaling 60,000 miles, far more mileage than is included in the interregional highway system.

Moreover, this refers to new construction, which is not required. Much of the work for bringing the interregional plan up to standard will include widening and repairing of existing highways. Thus the mileage of highways which could be brought up to top standard during a year, by diverting excise taxes paid only by highway users to road construction, would be in excess of 60,000 miles.

Mr. Thomas McDonald, Commissioner of Public Roads for the Federal Government, recently told the American Road Builders Association that deterioration of existing roads required the repair and/or rebuilding of 42 percent of our good surfaced highways, 72 percent of our intermediate highways—and 100 percent of low-type highways during the next 10 years. He said this called for a 40,000-mile-per-year program.

It can readily be seen, then, that the amount of excise taxes paid by highway users is certainly sufficient to carry out this program, and probably somewhat more than sufficient. If my estimate of more than 60,000 miles is reasonably accurate, and I am convinced that it is, then we would satisfy our requirements for highway construction and improvement with two-thirds the annual average amount collected from highway users during the 8-year period from 1939 through 1946.

With the very definite probability that volume of highway use will continue to increase, then we most assuredly could reduce the tax rate of 1½ cents per gallon at least one-third and also keep abreast of our building and repair requirements, and further encourage use of highways.

These data I have presented show conclusively that earmarking Federal excise tax revenues relating to motor vehicles—to highway construction—would be extremely beneficial. These taxes are specific taxes resulting from use of the Nation's highways and byways, and revenues therefrom should be restricted to improving that system of highways and byways. It may be argued that all of us will benefit by improved highways and the direct users of the highways should not be forced to bear the burden alone.

That argument is fallacious. There are no nonusers of our highways today. All of us use them in one way or another—albeit many of us use them indirectly—and all of us pay for that use. When we buy a quart of milk, we pay a fair proportion of the tax which was paid on gasoline necessary to power the several vehicles transporting that milk from dairy farm to doorstep.

There is hardly a thing we buy in stores today in which highway transport has not figured. When highway transport costs are computed, the gasoline and other excise tax is included as a necessary cost of operation. These are not taxes on profits. They are taxes which are properly passed on to the ultimate consumer.

It follows, therefore, that to the extent that each of us benefits, directly or indirectly, from good roads, we would be bearing the cost of providing those roads if we earmarked Federal excise taxes relating to motor vehicles for road construction.

Such an earmarking is a fair proposition, as against the unfairness of having 83 cents of each dollar of such revenue spread all over the world—perhaps even for road construction in Sparta. Earmarking all road revenues received by the Federal Government for road work only is fair and just. It promotes better fiscal and better business policies. I sincerely hope that the House Committee on Public Works will incorporate this idea into immediate legislation. I have so urged and recommended.

Mr. CUNNINGHAM. Mr. Chairman, I yield such time as he may desire to the gentleman from Washington [Mr. MACK], a member of the committee.

(Mr. MACK asked and was granted permission to revise and extend his remarks.)

Mr. MACK. Mr. Chairman, I know from personal observation that we need many new highways in western Washington and that also many of our present roads are badly in need of repair.

Passage of this bill, I feel sure, will help get done some of these highway jobs in my State that badly need doing.

What is true in my State I imagine is true in all States, and therefore I am for this bill. Good roads are in my opinion one of the greatest developers of a coun-

try, and that is more true than ever now in an age when the number of automobiles is constantly increasing.

I know a river valley in my own county in a section known as Axford Prairie where a new road would open to settlement and development of enough land to accommodate 100 dairy farms. Such a development would return manyfold in new wealth the cost of such a road. It cannot be built today for lack of funds, but under this bill it may be built, for the bill helps counties with their road-building problems.

Doubtless over the country there are hundreds of cases of just this kind where land will be settled and developed because of Federal-aid funds being made available. Under this bill these Federal funds can be used for new road construction.

We have in our State a new east-to-west cross-State road over the mountains on which several millions already have been expended, but this road will remain useless until completed. This road will shorten the distance across the State, save thousands of motorists many miles of driving each year. The road will present real economy in traveling to motorists. More money, however, is needed to finish it. This bill will help, I believe, to make it easier and quicker to complete this cross-State White Pass Highway.

I cite this case of how this bill will help hasten completion of this needed cross-State road merely because I believe many similar roads in other States will likewise benefit.

After all, whether the State or Federal Government supplies the money for highway jobs, the motorists through State and Federal taxes on gasoline and oil and excise taxes contribute more than all of the money that goes into these road programs.

In a very real sense the cost of constructing highways and roads is not an expense borne by the general taxpayers. It is one paid by the motorists.

Under this bill the State of Washington will receive Federal-aid for her highways of \$7,304,000 a year or \$21,912,000 for the 3 years covered by this bill.

Primary highways of the State of Washington during the 3-year period will receive \$10,473,000; secondary roads, \$7,092,000, and city or urban roads and streets, \$4,347,000.

Every other State will benefit correspondingly depending on size, population, road systems, and other factors.

I believe it is a good bill that should have the support of Congressmen from all States.

Mr. CUNNINGHAM. Mr. Chairman, I yield 2 minutes to the gentleman from Iowa [Mr. HOEVEN].

(Mr. HOEVEN asked and was granted permission to revise and extend his remarks.)

Mr. HOEVEN. Mr. Chairman, the State of Iowa is very much interested in this bill. The Eighth Congressional District, which I have the honor to represent, has been a leader in improving its highways and the ultimate goal is, therefore, a farm-to-market road along every farm. In this connection, I am

pleased to note that section 1 of the bill enlarges the definition of the term "secondary and feeder roads" as contained in the Federal Aid Highway Act of 1944 to include county and township roads. Section 1 also contains a further provision that in selecting these county and township roads on which funds are to be authorized and expended under provisions of the bill, the State highway departments shall cooperate with township trustees and other appropriate road officials. This is a home-rule provision which will guarantee that the needs of our local rural communities will be more carefully considered and that the roads which need improvement most will receive first attention.

I want to compliment the Subcommittee on Roads of the Committee on Public Works for the excellent bill they have reported for our consideration. I particularly want to compliment my colleague from Iowa, Hon. PAUL CUNNINGHAM, chairman of the subcommittee, for the splendid work he has done in the preparation of the bill. We from Iowa deeply appreciate his efforts in behalf of good roads for Iowa and the Nation.

The CHAIRMAN. The time of the gentleman from Iowa has expired.

Mr. CUNNINGHAM. Mr. Chairman, I yield 5 minutes to the gentleman from Ohio [Mr. MCGREGOR], a member of the committee.

Mr. MCGREGOR. Mr. Chairman, the bill before us for consideration, H. R. 5888, extends the Federal Aid Highway Act of 1944. This bill authorizes the sum of \$500,000,000 for the fiscal years ending June 30, 1950, 1951, and 1952, a 3-year program. It will enable the various States to arrange for a matching program for highway construction on a 3-year basis. I firmly believe in a long-range highway policy, and this legislation will put that into effect.

No changes have been made in the present law with respect to the allocation of 45 percent for the Federal-aid highway system, with 30 percent on secondary and feeder roads and 25 percent on the projects in urban areas.

Mr. Chairman, this distribution is as fair as any which can be arrived at during this time.

For some time, however, I have felt that our farm-to-market roads were being neglected, as some have failed to recognize the tremendous importance of secondary and farm-to-market roads. These roads are most vital to production and distribution of agricultural commodities, as well as to the local people, the State, and the Nation. I feel that adequate road transportation for the farmers is most essential to the continued prosperity of all Americans.

We must not forget there are 3,300,000 miles of roads, alleys, and streets in our Nation, and of that number 3,000,000 miles are in rural districts of which 23 percent are graded and drained but not surfaced, while 31 percent are primitive undrained and not surfaced. Thus, more than 50 percent of the roads serving our farmers are not all-weather roads. Four million children ride to school daily over secondary and feeder roads and one-fourth of our entire popu-

lation receives mail delivery over these roads. Therefore, Mr. Chairman, improvement of these roads is an undisputable need in the problem of reduced costs of food products. For this reason, I submitted an amendment to clarify the original wording of the 1944 act, which I quote:

Thirty percent for projects as set forth in paragraph (b) of section 3 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), except that, for the purposes of this act and all subsequent acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944, (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads," wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads, and (2) in selecting county and township roads on which funds are to be expended the State highway departments shall cooperate with township trustees and other appropriate local road officials; and—

This amendment guarantees Federal aid for county and township roads, since it specifically describes them to be a part of the secondary system. There is much remaining to be done on our secondary road system, but this is a start in seeing that a definite program is put into effect to get the farmer "out of the mud," and it is my hope that the House will pass this bill by unanimous vote.

Mr. WHITTINGTON. Mr. Chairman, will the gentleman yield?

Mr. MCGREGOR. I yield to the distinguished gentleman from Mississippi.

Mr. WHITTINGTON. In respect to the question asked by the gentleman from Oklahoma a few moments ago, it should be kept in mind that under the provisions for secondary and feeder roads there is authority for carrying those roads through the smaller municipalities of less than 5,000 inhabitants. The provision for urban highways has reference to the larger municipalities of this country where the large populations are centered. There should not be any conflict between the two.

Mr. MCGREGOR. That is correct. I thank the gentleman for his contribution. His statement is correct.

The CHAIRMAN. The time of the gentleman from Ohio has expired.

Mr. WHITTINGTON. Mr. Chairman, I yield such time as he may desire to the gentleman from Georgia [Mr. Brown].

Mr. BROWN of Georgia. Mr. Chairman, I wish to commend the committee for the bill, H. R. 5888, which really extends the postwar Federal-aid Highway Act of 1944. The thorough and extensive hearings recently held on this bill and on the bill reported out by the committee in 1944, I am sure, are greatly appreciated by all Members of the House.

In the debate on the 1944 bill I suggested that many of the States, due to shortage of material, the high cost of building, and so on, would be unable to match the amount apportioned to the States within the time allowed under the act. So, the gentleman from Iowa [Mr. CUNNINGHAM], introduced the bill, H. R. 1874, which passed Congress last year, extending the grace period for an additional 12 months, making a total grace period of 2 years. Now, I under-

stand the pending bill differs from the 1944 act in that it extends the grace period another 12 months, making a total of 3 years, so that if the money authorized to be appropriated under this bill for the fiscal year ending July 1, 1950, is not contracted for by that time, the States will have until July 1, 1953, to complete their contracts and finish the work, and they will have 3 years from July 1, 1951, and from July 1, 1952, to complete the contracts and finish the work.

There is no function of government more productive of benefits to citizens of all classes than construction of highways. Highway transportation is essential for agriculture, schools, industry, and community life in every section of the country. Practically all forms of production and distribution and social life are dependent upon the motor vehicle and good road surfaces upon which to operate them.

To furnish the highway transportation service needed by our citizens requires 37,402,000 motor vehicles, including 130,000 busses, and 6,521,000 trucks. An enormous traffic flows over the network of main highways and secondary routes. Billions of dollars are spent for motor vehicles and their upkeep. It is poor business to invest a large part of our wealth in vehicles and not provide road surfaces on which they may operate smoothly, and without dangers and delays arising from congestion. The individual citizen can provide only a part of the means of meeting his need for good highway transportation. He can buy a vehicle and keep it in good condition but he is entirely dependent upon government for the surfaces upon which to operate it.

Since early in the war there has been a serious shortage of motor vehicles. We all know about dealers' waiting lists, the black market in new cars and high prices for used cars. It is a matter of great public concern. We should be even more concerned about our highway shortages.

At the beginning of the war our highway needs were great. Use of highways of all classes had completely outgrown the improvements made for the traffic of an earlier day. There was serious traffic congestion in all cities. Main rural routes were, to a considerable degree, obsolete. Only a beginning had been made in providing the kind of secondary roads that our farmers need.

The bad condition at the beginning of the war became worse as the war progressed. Normal highway construction ceased but old surfaces continued to wear out. War traffic was particularly severe on the oldest sections of road that had been scheduled for replacement but which had to be continued in service. At the end of the war there was a large accumulation of worn and obsolete roads that would have been replaced but for the war.

Since the end of the war, traffic has grown by leaps and bounds to new high levels while high prices and shortages of various kinds have held back highway improvement. Expenditures for

construction have been quite large but the rate of physical improvement has been definitely below the prewar level.

The present situation cannot be viewed without serious misgiving. Commissioner MacDonald of the Public Roads Administration has testified before the Subcommittee on Roads of the Public Works Committee that routes of the rural primary Federal-aid system need improvement or replacement of surface at a rate of 12,450 miles per year. The need on urban sections of the system is 650 miles making a total of 13,100 miles annually. He estimates that 27,000 miles of improvements are required on the secondary Federal-aid system each year. The total for both the primary and secondary systems is approximately 40,000 miles annually.

The bill we are considering is not new and untried legislation. The policy of Federal aid to the States was adopted in 1916 and has been a major factor in creating our far reaching and invaluable but presently inadequate highway system. It is a policy firmly established and of demonstrated value.

The bill proposes to continue a program to which we are already committed. In 1944, after extensive hearings and extended study of the highway situation, we approved the Federal Aid Highway Act authorizing \$500,000,000 for each of the first three postwar fiscal years. These funds were assigned to major routes through cities, the primary Federal-aid system, and to a new system of secondary or farm-to-market roads.

In spite of serious difficulties a substantial beginning has been made on the three classes of work. There is every reason why each class should be continued and at an accelerated pace if possible. You are all familiar with the demands of farmers, businessmen, and citizens of every other class for road improvements. The program is a balanced one that will bring relief from city traffic jams, modernize and make safe the main rural roads, and give to the farmer the kind of roads he needs to get his produce to market, his children to school, and his wife to town for shopping.

However, provision of these long-desired improvements is moving none too fast and will shortly lose the momentum that has been gained unless additional funds are authorized. It will not be long before the funds initially provided are exhausted.

Planning of highway programs and projects is a time-consuming process. Highway officials need to know what Federal-aid funds will be available in the next 4 or 5 years so that they may select the most urgent projects for improvement, arrange for matching the Federal funds, prepare detailed plans, and begin the acquirement of right-of-way where it is needed.

Immediate action is particularly important to larger cities that are reluctant to begin big jobs that will extend over several years without assurance that Federal aid will be available to complete the job.

Still another reason for immediate action results from the serious shortage of

highway engineers. Our State highway departments will need to exert the most strenuous efforts to perform the various technical operations required before construction and will need the incentive that this legislation will provide.

I am particularly anxious to see the present program continued because of the impetus given to construction of secondary or farm-to-market roads. For the first time large-scale improvement of a planned system of secondary roads is proceeding in an orderly manner. A system that now includes 350,000 miles has been designated. Many of the State highway departments have created special divisions to deal with secondary road problems. A working partnership between State and county officials is developing that is very similar to the highly beneficial Federal-State cooperation that has existed for many years. Already 12,300 miles of secondary roads have been completed and 11,670 miles are under construction or ready for construction. An additional 12,400 miles are programmed for early construction. The total of secondary roads programmed or in a more advanced stage is 36,400 miles. It would be a serious mistake not to continue this work.

With regard to the Federal aid program as a whole, there can be no question that it has strong public support—support that is neither sectional nor partisan in character. Our cities clamor for relief from the traffic congestion that is strangling business life. Everyone uses the main highways and demands that the hazards and delays of old obsolete highways be eliminated. Our farmers are no longer content with the isolation, inconvenience, and difficulties occasioned by mud roads or those that are only slightly improved.

The provisions of this bill continue a policy to which we are already committed. It will benefit all sections of the country and all groups of the population. I urge the adoption of this bill.

Mr. CUNNINGHAM. Mr. Chairman, I yield 1 minute to the gentleman from North Dakota [Mr. LEMKE].

Mr. LEMKE. Mr. Chairman, I am in favor of this legislation—farm-to-market roads. I appeared before the committee when they had this bill up for consideration and advocated that it be made permanent legislation. However, the committee saw fit to limit the \$500,000,000 annual appropriation to a period of 3 years. I appreciate the fact that the committee did make it 3 years, and I am satisfied that, at the end of 3 years, permanent legislation will be passed.

I feel that the farm-to-market roads are essential for the future development of our Nation and our agricultural production. I shall, therefore, wholeheartedly support this legislation, and I want to thank the committee for having brought in this bill. It is an improvement over the 1944 act.

Mr. WHITTINGTON. Mr. Chairman, I yield such time as he may desire to the gentleman from Arizona [Mr. MURDOCK].

Mr. MURDOCK. Mr. Chairman, I want to join the several Members who have congratulated the committee on bringing in a good highway authoriza-

tion bill. I asked the gentleman from Mississippi [Mr. WHITTINGTON] concerning the amount of money for roads and trails on Indian reservations, and also whether any provision was made in this bill for access roads to mines and forests. He points out that the building of access roads was a wartime function and that this is a peacetime construction measure, but that the bill does provide generously for forest roads and trails which should have about the same purpose as many of our wartime access roads. I am delighted that the bill contain \$6,000,000 for road building on Indian reservations. Such an amount is somewhat more than has been appropriated for that purpose in years past. This is a very significant item for the State of Arizona.

In general, the building of roads on Indian reservations is necessary and helpful, especially in the State of Arizona where the reservations are vast areas and where the State and Federal highway system must cross these Indian reservations. But I am thinking particularly of the possibility of this money being used on such vast reservations as the Navajo. The gentleman from Mississippi has very eloquently reminded us of the Roman system of highways, and the effect of good highways on the advance of civilization. The most backward Indian reservation in America is the Navajo Reservation. Its area is about the same as the entire State of West Virginia. The whole Nation has been aroused to the plight of the Navajo Indians, and Congress has lately been besieged from all parts of the country to do the right thing by the Navajo Indians. Of course, they need schools and many other modern endowments of good society, but I would say that one basic requirement is good roads. I am thinking first of the Navajo Indian Reservation, for the maximum good which an Indian roads program can render.

Some may say, "Will roads on the Navajo Reservation serve and benefit the Navajos only?" Certainly not, for the tourists who pay the gasoline tax which puts up this money will probably receive as much benefit as the Indians in the area. Centered in the Navajo Indian Reservation are some of the most scenic spots in America, such as the Painted Desert, Petrified Forest, Hopi Sky Cities, colorful canyons like Canyon De Chelly and Canyon del Muerto. Such magnificent physical features as the Rainbow Natural Bridge can only be approached through the Navajo Reservation and cannot now be approached by vehicle. There are numerous national monuments on that reservation, seen by only a relatively few people because of the dangerous or impassable roads and trails leading to them. I wish the \$6,000,000 had been doubled. I wish it for the Indians' sake, and for the tourists' sake.

(Mr. MURDOCK asked and was given permission to revise and extend his remarks.)

Mr. WHITTINGTON. Mr. Chairman, I yield 10 minutes to the gentleman from Georgia [Mr. DAVIS].

(Mr. DAVIS of Georgia asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Georgia. Mr. Chairman, I wish to compliment the members of the committee on the bill which has been brought before the House today. I appreciate the opportunity I had of expressing my attitude toward this bill while the committee was considering legislation upon this subject.

Mr. Chairman, I represent the Fifth District of Georgia in which lie the counties of Fulton and De Kalb and also the city of Atlanta. While the war was still in progress, the people of the city of Atlanta, and both Fulton and De Kalb Counties, made their plans to change over from war to peace. In order to avoid the shock of unemployment and possible deflation similar to that which followed in the postwar period, after the First World War, a program was worked out which included a large list of public works, new school buildings, hospitals, parks, streets, highways, and expressways. Atlanta lies partly in both of these counties, and in order to realize the greatest benefits from expenditures the governing officials of the city of Atlanta and each of the two counties cooperated to work out a coordinated plan under which a system of modern and safe highways and expressways are to be constructed through the two counties and the city of Atlanta. These plans include Federal and State highways, and contemplate the use of matching funds from both State and Federal Governments.

The people of the city of Atlanta, in order to raise funds for these projects, voted a bond issue. The people of Fulton County, on their part, likewise voted a bond issue, and the people of De Kalb County, on their part, likewise voted a bond issue. The bonds have been issued and sold, and the money is now available, and all the projects contemplated are very much needed.

Atlanta and Fulton County now have under way a definite traffic program, involving some \$16,000,000 of city-county bond funds. The major part of this expenditure will be for a north-south express highway. Plans for the construction of this important expressway call for the use of Federal aid and State aid in amounts which are at least equal to the present basis of Federal aid and State aid. A reduction in either at this particular time will completely upset these construction plans.

Comprehensive plans have been worked out also between the city of Atlanta and the county of De Kalb for construction of wide, modern, safe expressways leading from the city of Atlanta eastward through De Kalb County so as to connect with the Federal highways and State highways in that direction. These plans also contemplate, and are dependent upon, the continued extension of Federal aid and State aid upon a basis at least equal to the present percentages. Any reduction at this particular time also will upset and prevent a continuance of this construction. It will tax us to the utmost to carry on this construction with a continuance of Federal aid and State aid, because of the increases in prices which have occurred since the bond issues were voted.

We in the Fifth District of Georgia have joined wholeheartedly with the Federal Government in plans to change over from a wartime economy to a peacetime economy. We have obligated ourselves heavily as I have stated, and, in doing so, we have relied upon the Government to carry its part of the cost of these postwar construction projects.

We were led to believe that the Federal Government would carry its part of these projects and I urge now that these appropriations, upon which our plans were made and based, be continued so that we in our district may proceed with the plans which have already been made, and the funds for which have already been provided so far as matching this money with city, county, and State funds is concerned.

Mr. CUNNINGHAM. Mr. Chairman, I yield such time as he may desire to the gentleman from West Virginia [Mr. ROHRBOUGH] a member of the committee.

[Mr. ROHRBOUGH addressed the Committee. His remarks will appear hereafter in the Appendix.]

(Mr. ROHRBOUGH asked and was given permission to revise and extend his remarks.)

Mr. CUNNINGHAM. Mr. Chairman, I yield 5 minutes to the gentleman from Oklahoma [Mr. RIZLEY].

Mr. RIZLEY. Mr. Chairman, first may I say that I am wholeheartedly supporting the pending bill. I think the committee has done an excellent job in the preparation of this legislation.

Mr. Chairman, I secured this time largely for the purpose of directing some questions to the very able chairman of the subcommittee the gentleman from Iowa [Mr. CUNNINGHAM]. We have certain very disturbing questions in my State at the present time in connection with the administration of funds in the road program, not only the primary funds but the urban funds. My State has an eight-man highway commission. One member from each of the respective congressional districts in the State. The people of my State, by a public referendum, set up the present eight-man commission and under implementing legislation our Governor appointed, with the approval of the senate, the present membership on the commission. They are outstanding business and professional men of my State.

The commission, after consultation with the people in the various sections of the State, prepared an over-all program of projects and submitted the same to the bureau of public roads, these projects not only related to the roads that are constructed by Federal-aid funds but also urban road funds. Now, one of the questions in dispute in Oklahoma is the application of the so-called urban funds. It is my understanding that the Congress, when it wrote the program to construct roads for urban sections of the country, set up as a yardstick as to just what cities these urban funds would apply to, by writing into the law that cities or towns which had a population of 5,000 or more would be eligible for urban funds. Am I correct as to my understanding?

Mr. CUNNINGHAM. The gentleman is correct.

Mr. RIZLEY. Now, whose duty and obligation is it to initiate and make the final approvals as to these urban projects? Assuming that your State highway commission makes a selection of urban projects and the Public Roads Administration recognizes the fact that these projects come within the law so far as applying to cities of 5,000 or more but say, "Well, in our judgment, you could spend these urban funds in two or three cities of larger population?" Who will finally determine that?

Mr. CUNNINGHAM. First, let me read from the 1944 act:

The term "urban area" means an area including and adjacent to a municipality or other urban place of 5,000 or more, the population of such included municipality or other urban place to be determined by the latest available Federal census. The boundaries of urban areas, as defined herein, will be fixed by the State highway department of each State subject to the approval of the Public Roads Administration.

Now, it is my understanding that the Public Roads Administration does not withhold approval unless the State highway department deviates from the general Federal system program in the area to such an extent that it would disrupt the Federal highway program.

Mr. RIZLEY. The gentleman's understanding is exactly the understanding that I have. If the State highway commission, or a comparable board or commission, of a State makes the designation, and it does not deviate from the general Federal system program, as the gentleman said, then the determination by the local authority shall be final.

Mr. CUNNINGHAM. That is right. I want to add one more thing, that within the urban area there may be farm-to-market roads. This 25 percent of \$125,000,000 under the 1944 act per year applies only to the Federal system within the urban area, the boundaries of which are to be fixed by the State highway department.

Mr. RIZLEY. That is my understanding. Now, one other question. It is my understanding that under the law the State body, whether it be the State highway commission or some other comparable body, initiates the projects on which Federal-aid funds are expended.

Mr. CUNNINGHAM. That is correct, except for the farm-to-market roads, the counties have a right to come in.

Mr. RIZLEY. I am not talking for the moment about farm-to-market roads.

The CHAIRMAN. The time of the gentleman from Oklahoma has expired.

Mr. CUNNINGHAM. Mr. Chairman, I yield the gentleman three additional minutes.

Mr. RIZLEY. Now, we have this situation in my State. The State highway commission has initiated in my State some 70 projects for approval and has submitted those 70 projects to the Public Roads Administration. The Public Roads Administration comes along and approves 32 of those 70 projects. They say to my State commission: "Now, as far as these other 38 projects are concerned, we think they are feasible, all right, but we think there are 20 other projects in this State that ought to have priority

over the additional 38 that you have initiated." Now, my understanding of the law is that the State highway commission in the first instance initiates these projects and that it is not a matter for the Public Roads Administration to say: "Well, we think the projects are all right, but we think there are 20 other projects here that should take priority over some of those projects that you have initiated." The question is who finally determines the priority?

Mr. CUNNINGHAM. Well, I am not sure that the bill is clear on that, I will say to the gentleman from Oklahoma. However, it is the understanding of the committee that the Public Roads Administration will approve the designation of a State highway commission unless those designations interfere with the national highway system. Possibly the gentleman from Mississippi [Mr. WHITTINGTON] can give a better answer. He has been on the committee much longer than I have.

Mr. WHITTINGTON. I cannot. I think that is a fair answer. Of course, this provision has only been in the law since 1944, and it is intended primarily for the large urban areas, and provides for cities, where there are bottlenecks, of more than 5,000 population. With the gentleman's permission, I would like to point out that in the previous section on secondary and feeder roads we made provision for the smaller municipalities of 5,000 or under because a secondary road that goes through a municipality of 5,000 or under is in order and can be provided for. So that this law provides both for the large and small cities.

Mr. RIZLEY. I understand that. But my second question was not directed to the use of urban funds but was directed to the use of the Federal-aid funds on projects other than urban.

Mr. MCGREGOR. Mr. Chairman, will the gentleman yield?

Mr. RIZLEY. I yield.

Mr. MCGREGOR. I think the intention of the 1944 act is very specific that the promotion of a project goes right back to the local communities and to the State highway department. It cannot be promoted by the Public Roads Administration in Washington. I was a member of the committee when the 1944 act was passed. Certainly it was my understanding that the initiation of these projects is to be made by the States without interference from the Washington level.

Mr. RIZLEY. That is my understanding of the situation.

Mr. MCGREGOR. The promotion must start back in the local communities or in the local State highway department.

Mr. JOHNSON of Oklahoma. Mr. Chairman, will the gentleman yield?

Mr. RIZLEY. I yield to my colleague.

Mr. JOHNSON of Oklahoma. It seems to me that it is agreed that the initiation of the project should be by a State body. But you have outlined the situation here which if carried out would mean that the Public Roads Administration in effect is doing the initiating when they tell the State highway department, "Here are 20 projects that we think should have priority, and if you will initiate them, we will approve them, and we

will disapprove the 38 projects that you want." So they are substituting themselves and they would be doing the initiating instead of the State bodies if that should be carried out.

Mr. RIZLEY. Certainly under the facts as stated by my colleague that would be the situation.

Mr. CUNNINGHAM. The Public Roads Administration is not supposed to impose its will on the State highway department, but only has power under the intent of this act where the State highway department or the State highway association proposes projects which would disrupt the national Federal highway system.

Mr. RIZLEY. I thank the gentleman very much.

(Mr. RIZLEY asked and was given permission to revise and extend his remarks.)

Mr. CUNNINGHAM. Mr. Chairman, I yield myself 1 minute.

Mr. Chairman, I take this time to thank my colleagues of the Subcommittee on Public Roads of the Committee on Public Works for their splendid help and the services they have rendered as well as their cooperation in the preparation of this bill. I also take this opportunity to thank the chairman of the Committee on Public Works, the gentleman from Michigan [Mr. DONDERO]. I would call the attention of the members to the splendid work of the gentleman from Ohio [Mr. MCGREGOR], in proposing and securing the adoption of an amendment which includes township roads. I think he is to be highly complimented for what he did for the township roads in States east of the Mississippi. He has done this in such a way that it does not interfere with the regular program for the county roads in the States where there are no township roads.

Mr. WHITTINGTON. Mr. Chairman, I yield myself 1 minute.

Mr. Chairman, I stated in presenting my views on this bill that standards have been agreed on by the State highway commissions covering Federal-aid roads and approved by the Public Roads Administration. And that is true. Those standards differ as to the different types of roads. The State highway commissions have also proposed, and the Public Roads Administration has approved, standards for the secondary roads. That does not mean those secondary roads are expensive or as wide or as costly as the Federal-aid primary roads. That means there are different types of roads for different communities and different populations in the several States. In one State it might be black top. In another it might be a gravel road. I think it is fair to make the statement that when I used the word "standards" I meant that there were standard types but different kinds of types in various parts of the country for secondary roads. I would also like to say in this connection that while we had some complaints that the Public Roads Administration undertook to designate the roads either primary or secondary. When the matter was traced down, it finally developed that no one from any State or any highway commission came before the committee and

testified that the Public Roads Administration had ever refused to approve a project that had been initiated by the State or county commissioners.

(Mr. DONDERO asked and was granted permission to revise and extend the remarks he made earlier in the day.)

Mr. CUNNINGHAM. Mr. Chairman, I have no further requests for time on this side.

Mr. WHITTINGTON. Mr. Chairman, I have no further request for time on this side.

The CHAIRMAN. The Clerk will read.

The Clerk read as follows:

*Be it enacted, etc.,* That for the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and all acts amendatory thereof and supplementary thereto, and for continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944 approved December 20, 1944 (58 Stat. 838), there is hereby authorized to be appropriated the sum of \$500,000,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952.

The sum herein authorized for each fiscal year shall be available for expenditure as follows:

Forty-five percent for projects on the Federal-aid highway system.

Thirty percent for projects as set forth in paragraph (b) of section 3 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), except that for the purposes of this act and all subsequent acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944, (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads," wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads; and (2) in selecting county and township roads on which funds are to be expended, the State highway departments shall cooperate with township trustees and other appropriate local road officials; and

Twenty-five percent for projects on the Federal-aid highway system in urban areas.

The said sums, respectively, for any fiscal year, shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944 approved December 20, 1944.

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized, and any amount so apportioned remaining unexpended at the end of such period shall elapse: *Provided*, That such funds shall be deemed to have been expended if covered by formal agreement with the Commissioner of Public Roads for the improvement of a specific project as provided by this act.

SEC. 2. For the purpose of carrying out the provisions of section 23 of the Federal-Aid Highway Act of 1921 (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated the sum of \$25,000,000 for forest highways for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1952; and there is hereby authorized to be appropriated the sum of \$12,500,000 for forest development roads and trails for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952, and there is hereby authorized to be appropriated the

sum of \$12,500,000 for forest development roads and trails for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952, subject to the proviso in section 9 of the Federal-Aid Highway Act of 1944 respecting the apportionment for forest highways in Alaska.

SEC. 3. (a) For the construction, reconstruction, improvement, and maintenance of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of \$4,250,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952.

(b) For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States or by private individuals, there is hereby authorized to be appropriated the sum of \$10,000,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952.

(c) For the construction, improvement, and maintenance of Indian reservation roads and bridges and roads and bridges to provide access to Indian reservations and Indian lands under the provisions of the act approved May 26, 1928 (45 Stat. 750), there is hereby authorized to be appropriated the sum of \$6,000,000 for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952: *Provided*, That the location, type, and design of all roads and bridges constructed shall be approved by the Public Roads Administration before any expenditures are made thereon, and all such construction shall be under the general supervision of the Public Roads Administration.

SEC. 4. All provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838), not inconsistent with this act, shall remain in full force and effect.

SEC. 5. This act may be cited as the Federal-Aid Highway Act of 1948.

Mr. DONDERO (interrupting the reading of the bill). Mr. Chairman, I ask unanimous consent that the further reading of the bill be dispensed with and that the bill be open for amendment by section.

The CHAIRMAN. Is there objection to the request of the gentleman from Michigan [Mr. DONDERO]?

There was no objection.

The CHAIRMAN. Are there any amendments to section 1?

Are there any amendments to section 2?

Are there any amendments to section 3?

Mr. D'EWART. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. D'EWART: On page 4, line 11, strike out "\$4,250,000" and insert "\$10,000,000."

[Mr. D'EWART addressed the Committee. His remarks will appear hereafter in the Appendix.]

Mr. CUNNINGHAM. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, I am opposed to the amendment. I think it is unwise and entirely inappropriate in this bill for the reasons stated by the gentleman from Mississippi [Mr. WHITTINGTON] just a moment ago, and the fact that there are unexpended funds.

I do want to express my appreciation to the gentleman from Montana [Mr. D'EWARD] who offered the amendment. I know his problem, but as stated, it is a matter for him to take to the Appropriations Committee. If we were to adopt this amendment I feel it would disrupt the entire highway program and open the bill wide to other amendments and would destroy a well-rounded well-planned program.

In the hearings before our committee, Mr. Chairman, this matter was not brought up unless it was by one member of the Department. No testimony was given to show the committee that it was necessary to increase this amount. We see no reason why it should be increased at this time. I am therefore opposed to the amendment.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Montana.

The amendment was rejected.

Mr. PICKETT. Mr. Chairman, I ask unanimous consent that my colleague the gentleman from Texas [Mr. TEAGUE] may extend his remarks at this point in the record.

The CHAIRMAN. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. TEAGUE. Mr. Chairman, I feel privileged to be able to add my comments in support of the Federal-Aid Highway Act of 1948, which when enacted into law, will provide invaluable assistance to the several States and their respective road building programs. This act will continue for another 3 years the authorizations of funds at the rate of \$500,000,000 a year with the money to be granted to the States as provided in the Federal-Aid Highway Act of 1944.

Most of us have seen the results of the previous highway program throughout the Nation. The money previously authorized will be exhausted this year and therefore this present authorization is vitally necessary in order that the various State highway programs might be completed and expanded.

The inadequacies of our farm roads were demonstrated during the recent severe weather of the past winter. The Federal-Aid Highway Act of 1948 will provide for a Federal grant of \$150,000,000 per year for 3 years for projects which include farm-to-market roads, rural free-delivery mail, and public-school bus routes. This type of construction is most urgently needed today.

In recent weeks I have corresponded with all of the county judges and commissioners in the Sixth Texas District regarding the use of previous authorizations of Federal funds for their road program. I was very gratified to have their reports as they indicated the necessity of receiving additional assistance to complete their highway systems. The Texas State Highway Department determines the new road construction or the roads

to be improved in cooperation with the county officials.

Testimony offered at the hearings on the Federal-Aid Highway Act of 1948 indicated that the program provided in this bill is a conservative one when measured against the urgent needs for highway improvement. Mr. D. C. Greer, State highway engineer for Texas, has discussed the highway needs of Texas with me and expressed the approval of his department for the enactment of this legislation.

The allotment for Texas from these yearly grants will amount to \$28,433,000, with approximately \$10,000,000 of this amount earmarked for secondary roads or farm-to-market roads. Mr. Chairman, I sincerely believe that the Nation as well as the several States will benefit immeasurably from this legislation which will result in an improved highway system.

Mr. BUCK. Mr. Chairman, this is but another example of the Federal Government stepping in and doing for the States what the States ought to do for themselves. A majority of the Members of this House still seem to believe that there is magic in paying tax money into Washington and receiving it back in the form of Federal aid. The majority is wrong. The magic applies only to certain States. It does not, for example, apply to my State. New York will pay in under this bill \$98,500,000. New York will receive back \$33,400,000.

In some of the States, however, there is magic in Federal aid. Mississippi, for example, will pay in \$1,500,000, receive \$7,900,000. Alabama will pay \$3,000,000 and receive \$9,600,000. The following tabulation shows where this sort of magic operates and where it does not operate:

State	Percent contribution of Federal revenue	Percent receipts under H. R. 5888
Alabama.....	0.6	2.0
Arizona.....	.2	1.2
Arkansas.....	.3	1.5
California.....	8.0	4.7
Colorado.....	.7	1.6
Connecticut.....	1.7	1.0
Delaware.....	.8	.4
Florida.....	1.1	1.4
Georgia.....	1.0	2.3
Idaho.....	.2	1.0
Illinois.....	8.8	4.7
Indiana.....	2.3	2.5
Iowa.....	.9	2.3
Kansas.....	.9	2.2
Kentucky.....	1.9	1.8
Louisiana.....	.9	1.5
Maine.....	.3	.8
Maryland.....	1.7	1.0
Massachusetts.....	3.4	2.1
Michigan.....	4.6	3.4
Minnesota.....	1.6	2.5
Mississippi.....	.3	1.6
Missouri.....	2.7	2.9
Montana.....	.2	1.7
Nebraska.....	.7	1.7
Nevada.....	.1	1.0
New Hampshire.....	.2	.5
New Jersey.....	3.2	2.0
New Mexico.....	.1	1.3
New York.....	19.7	7.0
North Carolina.....	3.0	2.3
North Dakota.....	.1	1.2
Ohio.....	6.2	4.1
Oklahoma.....	.8	2.1
Oregon.....	.7	1.5
Pennsylvania.....	7.6	5.1
Rhode Island.....	.6	.6
South Carolina.....	.5	1.3
South Dakota.....	.1	1.4
Tennessee.....	.9	2.1
Texas.....	2.8	5.8
Utah.....	.2	1.0

State	Percent contribution of Federal revenue	Percent receipts under H. R. 5888
Vermont.....	0.1	0.4
Virginia.....	1.9	1.8
Washington.....	1.3	1.5
West Virginia.....	.5	1.1
Wisconsin.....	1.9	2.4
Wyoming.....	.1	1.0
District of Columbia.....	1.2	.6
Puerto Rico.....	0	.6
Hawaii.....	.3	.5
Total.....	100	100

What worries me is my inability to determine where Federal aid will end. It feeds on itself and will continue so to do until there is an awakening on the part of those who pay the cost. I hope they wake up before the country goes bankrupt.

The CHAIRMAN. Are there further amendments? [After a pause.] There being no further amendments, under the rule, the Committee rises.

Thereupon the Committee rose; and the Speaker having resumed the chair, Mr. BYRNES of Wisconsin, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H. R. 5888) to amend and supplement the Federal Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, pursuant to House Resolution 521, he reported the bill back to the House.

The SPEAKER. Under the rule, the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER. The question is on the passage of the bill.

The question was taken; and on a division (demanded by Mr. BUCK) there were—ayes 46, nays 1.

Mr. BUCK. Mr. Speaker, I object to the vote on the ground that a quorum is not present.

The SPEAKER. Obviously no quorum is present.

The Doorkeeper will close the doors, the Sergeant at Arms will notify absent Members, and the Clerk will call the roll.

The question was taken; and there were—yeas 278, nays 6, not voting 146, as follows:

[Roll No. 42]

YEAS—278

Abernethy	Bates, Mass.	Butler
Albert	Beall	Byrne, N. Y.
Allen, Calif.	Beckworth	Byrnes, Wis.
Allen, La.	Bennett, Mich.	Camp
Almond	Blackney	Cannon
Andersen	Bland	Carson
H. Carl	Bloom	Case, S. Dak.
Anderson, Calif.	Boggs, Del.	Chelf
Andersen	Bonner	Church
August H.	Bramblett	Clason
Andrews, Ala.	Brehm	Clevenger
Andrews, N. Y.	Brooks	Coffin
Angell	Brophy	Cole, Mo.
Arends	Brown, Ga.	Combs
Arnold	Brown, Ohio	Cooper
Auchincloss	Bryson	Cox
Banta	Buchanan	Cravens
Barrett	Burke	Crawford
Bates, Ky.	Busbey	Crosser

Crow	Jenkins, Ohio	Patman
Cunningham	Jenkins, Pa.	Patterson
Curtis	Jennings	Peden
Dague	Jensen	Peterson
Davis, Ga.	Johnson, Calif.	Phillips, Calif.
Davis, Tenn.	Johnson, Ill.	Phillips, Tenn.
Davis, Wis.	Johnson, Ind.	Pickett
Dawson, Utah	Johnson, Okla.	Plumley
Deane	Johnson, Tex.	Poage
Delaney	Jones, Ala.	Potter
Devitt	Jones, N. C.	Potts
D'Ewart	Jones, Wash.	Poulson
Dirksen	Jonkman	Preston
Dolliver	Judd	Priest
Domeneaux	Karsten, Mo.	Rankin
Dondero	Kearney	Redden
Doughton	Kearns	Reed, N. Y.
Durham	Kee	Rees
Eaton	Keefe	Reeves
Eberhart	Kerr	Regan
Ellis	Kilday	Rich
Ellsworth	King	Riehlman
Engel, Mich.	Kirwan	Riley
Engle, Calif.	Klein	Rivers
Fellows	Knutson	Rizley
Fenton	Landis	Robertson
Fernandez	Lanham	Rockwell
Fisher	Larcade	Rogers, Fla.
Flannagan	LeCompte	Rogers, Mass.
Fogarty	LeFevre	Rohrbough
Folger	Lemke	Ross
Foot	Lesinski	Russell
Forand	Lewis	Sabath
Fuller	Lodge	Sanborn
Gathings	Love	Sarbacher
Gearhart	Lucas	Sasser
Gillette	Lyle	Schwabe, Mo.
Goff	Lynch	Schwabe, Okla.
Goodwin	McConnell	Scrivner
Gossett	McCormack	Seely-Brown
Graham	McCowan	Shafer
Granger	McCulloch	Sheppard
Grant, Ind.	McDonough	Short
Gregory	McDowell	Simpson, Pa.
Gwinn, N. Y.	McGregor	Smathers
Gwynne, Iowa	McMillan, S. C.	Smith, Kans.
Hagen	Mack	Smith, Maine
Hale	MacKinnon	Smith, Va.
Hall	Macy	Smith, Wis.
Edwin Arthur	Madden	Snyder
Hall	Mahon	Spence
Leonard W.	Mansfield	Stanley
Halleck	Martin, Iowa	Stefan
Hardy	Mason	Stockman
Harless, Ariz.	Mathews	Taber
Harris	Meade, Ky.	Talle
Hart	Meyer	Teague
Harvey	Michener	Thomas, N. J.
Havener	Miller, Calif.	Thomas, Tex.
Hays	Miller, Conn.	Tollefson
Hébert	Miller, Md.	Trimble
Hedrick	Mills	Van Zandt
Hess	Monroney	Vinson
Hill	Morris	Vursell
Hobbs	Morrison	Wadsworth
Hoeven	Morton	Welch
Hoffman	Muhlenberg	Wheeler
Holmes	Multer	Whittington
Hope	Murdock	Wigglesworth
Horan	Murray, Wis.	Williams
Huber	Nixon	Wilson, Tex.
Hull	Norblad	Winstead
Jackson, Wash.	O'Hara	Wolcott
Javits	Pace	Woodruff
Jenison	Passman	Youngblood

## NAYS—6

Buck	Heseltun	Keating
Canfield	Kean	Nicholson

## NOT VOTING—146

Abbitt	Clark	Garmatz
Allen, Ill.	Clippinger	Gary
Bakewell	Cole, Kans.	Gavin
Barden	Cole, N. Y.	Gillie
Battle	Colmer	Gordon
Bell	Cooley	Gore
Bender	Corbett	Gorski
Bennett, Mo.	Cotton	Grant, Ala.
Bishop	Coudert	Griffiths
Blatnik	Courtney	Gross
Boggs, La.	Dawson, Ill.	Hand
Bolton	Dingell	Harness, Ind.
Boykin	Donohue	Harrison
Bradley	Dorn	Hartley
Buckley	Douglas	Heffernan
Buffett	Elliott	Hendricks
Bulwinkle	Elsaesser	Herter
Burleson	Elston	Hinshaw
Carroll	Evins	Hollifield
Case, N. J.	Fallon	Isacson
Celler	Feighan	Jackson, Calif.
Chadwick	Fletcher	Jarman
Chapman	Fulton	Kefauver
Chenoweth	Gallagher	Kelley
Chiperfield	Gamble	Kennedy

Keogh	Norton	Simpson, Ill.
Kersten, Wis.	O'Brien	Smith, Ohio
Kilburn	O'Konski	Somers
Kunkel	O'Toole	Stevenson
Lane	Owens	Stigler
Latham	Pfeifer	Stratton
Lea	Philbin	Sundstrom
Lichtenwalter	Ploeser	Taylor
Ludlow	Powell	Thompson
Lusk	Price, Fla.	Tibbott
McGarvey	Price, Ill.	Towe
McMahon	Rains	Twyman
McMillen, Ill.	Ramey	Vail
Maloney	Rayburn	Vorys
Manasco	Reed, Ill.	Walter
Marcantonio	Richards	Weichel
Meade, Md.	Rooney	West
Morrow	Sadlak	Whitten
Miller, Nebr.	Sadowski	Wilson, Ind.
Mitchell	St. George	Wolverton
Morgan	Scoblick	Wood
Mundt	Scott, Hardie	Worley
Murray, Tenn.	Scott,	
Nodar	Hugh D., Jr.	
Norrell	Sikes	

So the bill was passed.  
The Clerk announced the following pairs:

General pairs until further notice:  
Mr. Allen of Illinois with Mr. Rayburn.  
Mr. Wolverton with Mr. Gordon.  
Mr. Hand with Mr. Gorski.  
Mr. Kilburn with Mr. Boggs of Louisiana.  
Mr. Jackson of California with Mr. Whitten.  
Mr. Simpson of Illinois with Mr. Gary.  
Mr. Sundstrom with Mr. Carroll.  
Mrs. St. George with Mr. Garmatz.  
Mr. Reed of Illinois with Mr. Fallon.  
Mr. Bender with Mr. Meade of Maryland.  
Mr. Case of New Jersey with Mr. Price of Illinois.

Mr. Chiperfield with Mr. Keogh.  
Mr. Coudert with Mr. Rooney.  
Mr. Latham with Mr. Grant of Alabama.  
Mr. McMahon with Mr. Colmer.  
Mr. McMillen of Illinois with Mr. Kefauver.  
Mr. Lichtenwalter with Mr. Stigler.  
Mr. Owens with Mr. Lane.  
Mr. Cole of New York with Mr. Pfeifer.  
Mr. Corbett with Mr. Battle.  
Mr. Elsaesser with Mr. Walter.  
Mr. Gavin with Mr. Philbin.  
Mr. Gamble with Mr. O'Toole.  
Mr. Nodar with Mr. Blatnik.  
Mr. Towe with Mr. Kelley.  
Mr. Taylor with Mrs. Douglas.  
Mr. Hardie Scott with Mr. Buckley.  
Mr. Cotton with Mr. Celler.  
Mr. Ploeser with Mr. Dorn.  
Mr. Ramey with Mr. O'Brien.  
Mr. Hinshaw with Mr. Donohue.  
Mrs. Bolton with Mr. Morgan.  
Mr. Elston with Mr. Chapman.  
Mr. Chadwick with Mr. Dingell.  
Mr. McGarvey with Mrs. Norton.  
Mr. Maloney with Mr. Burleson.  
Mr. Smith of Ohio with Mr. Cooley.  
Mr. Stratton with Mr. Evins.  
Mr. Tibbott with Mr. Feighan.  
Mr. Bennett of Missouri with Mr. Harrison.  
Mr. Buffett with Mr. Sikes.  
Mr. Clippinger with Mr. Heffernan.  
Mr. Griffiths with Mr. Richards.  
Mr. Gross with Mr. Hollifield.  
Mr. Bakewell with Mr. Dawson of Illinois.  
Mr. Bishop with Mr. Gore.  
Mr. Harness of Indiana with Mr. Somers.  
Mr. Herter with Mr. Rains.  
Mr. Miller of Nebraska with Mr. Jarman.  
Mr. Sadlak with Mr. Manasco.  
Mr. Chenoweth with Mrs. Lusk.  
Mr. Cole of Kansas with Mr. Lea.  
Mr. Gillie with Mr. Worley.  
Mr. Kunkel with Mr. Abbitt.  
Mr. Hugh D. Scott, Jr., with Mr. Powell.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

## GENERAL LEAVE TO EXTEND REMARKS

Mr. DONDERO. Mr. Speaker, I ask unanimous consent that all Members

may have five legislative days within which to revise and extend their own remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Michigan [Mr. DONDERO]?

There was no objection.

## TUESDAY'S SPECIAL ORDERS TRANSFERRED TO WEDNESDAY

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that the special orders entered for tomorrow may be transferred to the following day, Wednesday.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

## ADJOURNMENT OVER

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that when the House adjourns today it adjourn to meet at noon on Wednesday next.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

## THE VIRGIN ISLANDS CORPORATION

Mr. WELCH. I ask unanimous consent to file a supplemental report on the bill (H. R. 5904) to incorporate the Virgin Islands Corporation, and for other purposes.

The SPEAKER. Is there objection to the request of the gentleman from California?

There was no objection.

## EXTENSION OF REMARKS

Mr. PATTERSON asked and was given permission to extend his remarks in the Appendix of the Record and include editorials from the Waterbury American.

Mr. KEFAUVER (at the request of Mr. PRIEST) was given permission to extend his remarks in the Appendix of the Record.

Mr. MILLER of California asked and was given permission to extend his remarks in the Appendix of the Record and include an editorial.

Mr. KLEIN asked and was given permission to extend his remarks in the Appendix of the Record in two separate instances.

Mr. BUCHANAN asked and was given permission to extend his remarks in the Appendix of the Record and include an editorial from today's Pittsburgh Post-Gazette entitled "Not Academic, Mr. Speaker."

Mr. JOHNSON of Texas asked and was given permission to extend his remarks in the Appendix of the Record and include a letter he wrote.

## CORRECTION OF ROLL CALL

Mr. THOMAS of Texas. Mr. Speaker, on roll call 42 I am recorded as not voting. I was present and voted "aye." I ask unanimous consent that the Record and Journal may be corrected accordingly.

The SPEAKER. Without objection, the Record and Journal will be corrected accordingly.

There was no objection.

## PRIVILEGE OF THE HOUSE

Mr. PETERSON. Mr. Speaker, I have been subpoenaed to appear before the District Court of the United States for the District of Columbia to give testimony on April 14, 1948, at 10 a. m., in the case of the United States against A. Gordon Marshall, which is a congressional contempt proceeding. Under the precedents of the House I am unable to comply with this summons without the consent of the House, the privileges of the House being involved. I therefore submit the matter for the consideration of this body.

The SPEAKER. The Clerk will read the subpoena.

The Clerk read as follows:

## SUBPENA TO TESTIFY

DISTRICT COURT OF THE UNITED STATES FOR THE DISTRICT OF COLUMBIA, CRIMINAL DIVISION

J. HARDIN PETERSON,  
Room 1226, New House Office Building,  
Washington, D. C.

You are hereby commanded to appear in the District Court of the United States for the District of Columbia at Criminal Court No. 1, United States District Courthouse, in the city of Washington on the 14th day of April 1948 at 10 o'clock a. m., to testify in the case of the United States v. George Marshall, Criminal No. 367-47.

This subpoena is issued on application of the defendant.

HARRY M. HULL, Clerk.

By JAMES M. MENENDEZ,  
Deputy Clerk.

Mr. MICHENER. Mr. Speaker, I offer a privileged resolution and ask for its immediate consideration.

The Clerk read as follows:

## House Resolution 527

Whereas Representative J. HARDIN PETERSON, a Member of this House, has been served with a subpoena to appear as a witness before the District Court of the United States for the District of Columbia, to testify at 10 a. m., on the 14th day of April 1948, in the case of the United States v. George Marshall, Criminal No. 367-47; and

Whereas by the privileges of the House no Member is authorized to appear and testify, but by order of the House: Therefore, be it

Resolved, That Representative J. HARDIN PETERSON is authorized to appear in response to the subpoena of the District Court of the United States for the District of Columbia at such time as when the House is not sitting in session; and be it further

Resolved, That a copy of this resolution be submitted to the said court as a respectful answer to the subpoena of said court.

Mr. MICHENER. Mr. Speaker, I move the previous question on the resolution to its adoption or rejection.

The resolution was agreed to, and a motion to reconsider was laid on the table.

Mr. McDOWELL. Mr. Speaker, I have been subpoenaed to appear before the District Court of the United States for the District of Columbia to give testimony on April 12, 1948 at 10 a. m. in the case of the United States versus John Howard Lawson, which is a congressional contempt proceeding. Under the precedents of the House I am unable to comply with this summons without the consent of the House, the privileges of the House being involved. I therefore submit the matter for the consideration of this body.

Mr. Speaker, I send to the Speaker's desk a copy of the subpoena.

The SPEAKER. The Clerk will read the subpoena.

The Clerk read as follows:

## SUMMONS

DISTRICT COURT OF THE UNITED STATES FOR THE DISTRICT OF COLUMBIA, CRIMINAL DIVISION

United States of America v. John Howard Lawson. No. 1352-47

To JOHN McDOWELL, of Pennsylvania,  
121 Old House Office Building:

You are hereby summoned to appear before the District Court of the United States for the District of Columbia at the District Courthouse in the city of Washington, D. C., on the 12th day of April 1948 at 10 o'clock a. m. to answer an indictment charging the defendant with violation of section 192, title 2, U. S. Code.

HARRY M. HULL, Clerk.

By HELEN M. MCINTOSH,  
Deputy Clerk.

Mr. MICHENER. Mr. Speaker, I offer a privileged resolution and ask for its immediate consideration.

The Clerk read as follows:

## House Resolution 528

Whereas Representative JOHN McDOWELL has been served with a subpoena to appear as a witness before the District Court of the United States for the District of Columbia to testify at 10 a. m. on the 12th day of April 1948 in the case of the United States v. John Howard Lawson, Criminal No. 1352-47; and

Whereas by the privileges of the House no Member is authorized to appear and testify but by order of the House: Therefore be it

Resolved, That JOHN McDOWELL is authorized to appear in response to the subpoena of the District Court of the United States for the District of Columbia at such time as when the House is not sitting in session; and be it further

Resolved, That a copy of this resolution be submitted to the said court as a respectful answer to the subpoena of said court.

Mr. MICHENER. Mr. Speaker, I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to, and a motion to reconsider was laid on the table.

## CORRECTION OF ROLL CALL

Mr. ANDREWS of New York. Mr. Speaker, I ask unanimous consent to correct the RECORD so that on the last roll call I may be recorded as voting "aye."

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

## EXTENSION OF REMARKS

Mr. HILL asked and was given permission to extend his remarks in the RECORD and include a newspaper article.

## LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted as follows:

To Mr. LARCADE, for 5 days, on account of official business.

To Mr. HUGH D. SCOTT, JR. (at the request of Mr. GRAHAM), for 4 days, on account of official business.

To Mr. BRADLEY, for 4 days, on account of official business.

To Mr. STIGLER (at the request of Mr. ALBERT), for 1 week, on account of official business.

## TRANSFER OF THE REMOUNT SERVICE FROM THE WAR DEPARTMENT TO THE DEPARTMENT OF AGRICULTURE

Mr. ANDREWS of New York. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 3484) to transfer the Remount Service from the War Department to the Department of Agriculture, with Senate amendments thereto, and concur in the Senate amendments.

The Clerk read the title of the bill.

The Clerk read the Senate amendments, as follows:

Page 1, lines 5 and 6, strike out "War Department" and insert "Department of the Army."

Page 1, line 7, strike out "1947" and insert "1948."

Page 1, line 8, strike out "War" and insert "the Army."

Page 2, line 19, strike out "1948" and insert "1949."

Page 2, line 19, strike out "War" and insert "the Army."

Page 3, line 1, strike out "War Department" and insert "Department of the Army."

Page 3, lines 10 and 11, strike out "War Department" and insert "Department of the Army."

Amend the title so as to read: "An act to transfer the Remount Service from the Department of the Army to the Department of Agriculture."

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

The Senate amendments were concurred in.

A motion to reconsider was laid on the table.

## SPECIAL ORDER

The SPEAKER pro tempore (Mr. CANFIELD). Under previous special order of the House, the gentleman from Oregon [Mr. STOCKMAN] is recognized for 1 hour.

(Mr. STOCKMAN asked and was given permission to revise and extend his remarks.)

## PROMPT DEVELOPMENT OF LOW-COST HYDRO POWER FACILITIES OF PACIFIC NORTHWEST NECESSARY FOR NATIONAL SECURITY AND INDUSTRIAL PROGRESS

Mr. STOCKMAN. Mr. Speaker, the matter on which I wish to address the House is of monumental importance to every Member here and I am happy to be allotted this time to make the address.

Mr. Speaker, for years this Nation has steadily and solidly advanced while clinging to the theory that our natural resources were inexhaustible. Historically, over a long period of time there was no basis on which to challenge the correctness of this theory. One hundred and sixty years ago this Nation made its real start on the road of progress while Europe was torn to bits by succeeding wars. European resources and European production had then dropped to low levels and this newly formed Nation of ours was called upon to supply European deficiencies. This extensive European depletion situation stimulated our early commercial activities of all types, and the values resulting from such activity quickly gave this Nation a solid and enduring start. At that

effective dedication to the cause of democracy as we conceive it than the totalitarians can possibly muster for their brand of so-called democracy.

Up to this point in my discussion I have sought to indicate why it is I see the fate or future of democracy at the present moment as clouded and uncertain and why it seems to me necessary to warn alike against blind optimism or a spirit of defeatism. Let me now turn to a consideration of the role of education in relation to the fate of democracy.

#### EDUCATION ESSENTIAL TO DEMOCRACY

That education, from the beginning of our history, has been intimately associated with the fate of our democracy, no one, I think, will deny. In his first annual message to the Congress, President Washington wrote: "Knowledge is in every country the surest basis of public happiness. In one in which the measures of government receive their impression so immediately from the sense of the community, as in ours, it is proportionately essential \* \* \*." And in his Farewell Address appeared these sentences so often quoted: "Promote, then, as an object of primary importance institutions for the general diffusion of knowledge. In proportion as the structure of government gives force to public opinion, it is essential that public opinion should be enlightened."

President Jefferson was the author of a similar sentiment which reads: "If a nation expects to be ignorant and free in a state of civilization it expects what never was and what never will be."

Similar quotations concerning the essential relationship of education and democracy could be multiplied indefinitely.

#### ELEMENTS IN THE AMERICAN DEMOCRATIC FAITH

As we strive for a more effective political democracy and as we seek to make the social ideals of the democratic faith operative in lives of more and more people, we shall need to clarify popular understanding of the elements of that faith. The Citizens Federal Committee on Education, an advisory body to the United States Office of Education, has recently given utterance to a statement of the consensus of that group concerning these elements or principles. The composition of this committee reflects the varied complexity of American life: its membership includes representatives of wage earners; farmers, manufacturers, and merchants; Catholics, Protestants, and Jews; Negroes, housewives, parents, lawyers, veterans, doctors, and engineers; residents of various regions of this country. Despite the diversity of its membership, the committee was virtually unanimous in asserting that the principles of the democratic faith meant to them:

"(1) That membership in a common humanity, whose distinguishing characteristics are the capacity for reason and conscience, endows each and every human being with dignity and worth, far transcending differences which derive from race, sex, creed, or national origin.

"(2) That the destiny of the human race is bound up with the progress of intelligence and with the extension of the moral horizon of increasing numbers of individuals.

"(3) That the members of society have a moral claim to and capacity for participation in the control over their common destiny and that the legitimate powers of government are derived from the consent of the governed.

"(4) That in addition to the rights which individuals have to participate in government (political liberties) they also have rights which the Government cannot legitimately abrogate (civil liberties) and rights under government (liberty under law).

"(5) That the rights of any individual in society are strictly limited by the like rights

of other members of society and can be secure for the individual only when enjoyed by all.

"(6) That rights and duties are in reciprocal relationship: The rights of individuals being convertible into duties to safeguard the rights of others, and that in addition to the specific duties which membership in society imposes, there is the general duty of sensitive and intelligent concern with the general welfare.

"(7) That the purpose of governmental, economic, cultural, and social institutions and arrangements is the increased abundance of life, materially and culturally, of the individuals comprising society.

"(8) That the interests of the members of society are best served by wide diffusion of power, authority, and responsibility."

#### EDUCATION IN A DEMOCRACY MUST BE EDUCATION FOR DEMOCRACY

Now the point I wish to emphasize is this: That whatever the minor variations in the phrasing of a statement of the elements of the democratic faith, the inculcation of the faith itself must be a controlling purpose in the conduct of this country's educational enterprise. In the present critical world situation, we must make that purpose central and dominating in the curriculum of our schools and colleges. We must place first among all educational objectives the development of a better understanding of and a more zealous dedication to the defense and implementation of this democratic faith.

There are those who will object to the inculcation of a democratic faith because of their misgivings concerning the term "faith" itself. To them "faith" connotes a blind and slavish attachment to dogmas foisted on the immature and uncritical by the mature and sophisticated. They seem to fear that the inculcation of any faith, even faith in democracy, will result in equipping the individual with a set of intellectual blinders which will permit him to glance neither to the right nor the left; which will stifle or hinder intellectual independence and self-reliance.

#### SHOULD EDUCATION INDOCTRINATE?

But such objections to the inculcation of a faith, and especially to the inculcation of a democratic faith, fail to take into account the role of faith in every individual's life. They fail to recognize that every individual, willy-nilly, acquires some faith or other. And they seem to ignore the character of the democratic faith itself with its insistence on freedom for the mind. Young Americans must and do manage somehow to come by some common body of ideals as to truth, goodness, justice, honesty, duty, and all the other ingredients that constitute the spiritual and cultural heritage of western civilization. How better than by acquiring them from trustworthy sources?

To have integrity the individual cannot merely be a weathervane turning briskly with every doctrinal wind that blows. He must possess key loyalties and key convictions which can serve as a basis of judgment and a standard of action. In this age of powerful conflicting propagandas, it is doubly important that the school help youth to the possession of a firm core of democratic convictions and ideals as standards by which to weigh rival claims. Failure to do so will make the youth the prey of the most insistent propagandist, however implausible or subversive, who can win youths' attention.

#### HOW SHALL WE DEVELOP ZEAL FOR AMERICAN DEMOCRACY?

This is not the occasion for a detailed exposition of the materials, methods, and procedures by which the schools and colleges may build a more zealous devotion to the American democratic faith. Obviously, a

democratic faith must have its roots in the soil of habit; it must be given positive expression in the life of the school; in the context of shared study and play, cooperative planning and execution of projects, student participation in school government, and the whole range of student activities. Obviously also, a democratic faith must be clarified both by study and discussion and by the application of faith in the judgment of events, institutions, and public policies.

#### SHALL WE TALK ABOUT COMMUNISM IN THE CLASSROOM?

At the appropriate stage of student maturity the tenets and practices of the democratic faith must certainly be compared and contrasted with those of its rivals. This is all the more essential because the Communists have sedulously sought to debase the verbal coinage of democracy. They have sought to give the term "democracy" itself a connotation quite alien to its meaning in the lexicon of the West.

It is important, too, when students reach the proper stage of maturity, that they be given a clear and full understanding of the strategy of chaos and the tactics of intrigue of communism; of the Communists' use of dissimulation and deceit and lies; of the means by which Communists seek to capture and use organizations as fronts for their purposes; of their lip-service to liberal causes, their noisy clamor concerning long-recognized democratic shortcomings, their promise of a Communist millennium. It is not enough, I say, that young people be helped to clarity of conviction as to what they are for; they must by the same token know what it is they are against and why.

I realize, of course, that the comparative study of democracy and its competitors in the classrooms of our high schools and colleges is not without its difficulties. I know that it will require relationships between the school and the community that are both cordial and understanding, lest the teacher's effort at enlightenment be misinterpreted and nullified by obscurantist criticism and outright opposition. When that happens it will usually be because the teacher, in giving evidence of human sympathy for the Russian people, has not made clear the distinction to be drawn between the Communist Party as an international conspiracy and the great rank and file of the Russian people who are the victims and slaves of a relatively small clique of tyrannical rulers.

Personally I have little fear that any appreciable number of American teachers will ever properly be accused of being apologists for communism itself. Most of them I am convinced are clear in their own minds between communism (spelled with a small "c") as an economic theory of communal ownership, and Communism (spelled with a capital "C") as an international conspiracy for the violent overthrow of the economic, political, and social order in democracies everywhere and the substitution of the dictatorship of a single party throughout the world.

Whether or not the Communist Party in this country should be outlawed I do not presume to say. But of this I am convinced, that no avowed or proven Communist is fit to be entrusted with the job of inculcating the American way of life in any school; and I make that statement on the rather obvious ground that education for American democracy cannot be entrusted to the enemies of American democracy.

Teaching is not a task for timorous or feeble souls; nor for the complacent and the uncertain. It requires Americans whose faith in democracy does not waver or falter, because they know whereof they speak and are convinced that the values they defend are eternally right and true.

## Adequate Road Systems Essential to Nation's Economic Health

### EXTENSION OF REMARKS OF

**HON. ESTES KEFAUVER**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 8, 1948

Mr. KEFAUVER. Mr. Speaker, I wish to express my approval of the principles of continuing Federal road aid to the States as outlined in H. R. 5888. The road systems of our country may well be compared with the complex network of arteries and veins of the human body. It is necessary that to function adequately both must have clear channels to circulate the vitalizing forces upon which life depends. The human circulatory system cannot be cut off at any one point without some sort of paralysis setting in. Similarly, inadequate road facilities have a withering effect upon the health and economy of the areas they serve. We need a complete main highway system but we also need good secondary and feeder roads if we are going to prevent a wasting away of important resources at their point of origin.

While I approve the proposals set forth in H. R. 5888 I hope that consideration will also be given to the amendments which I offered in a similar bill which would make the Road Act permanent. This bill would increase the appropriation to \$550,000,000. The increase would be added to the \$150,000,000 which is authorized for projects on principal, secondary and feeder roads, including farm-to-market roads, rural-free-delivery mail and public school bus routes either outside municipalities or inside municipalities of less than 5,000 population.

An amendment in this measure would change the present law by giving the country road officials the primary say as to how the funds are to be expended on rural roads in their counties. Their program would have to be approved, however, by the State highway department and the Federal Highway Administrator.

In my State of Tennessee, for example, we have about 57,500 miles of roads—7,500 miles under the direct supervision of the State highway department and 50,000 miles under the supervision of the 96 local highway organizations. Under the Federal Aid to Highway Act the Public Roads Administration would not recognize a local road department but would cooperate only with the State highway department. That in itself gave the State highway department the final say in the location and construction of all the rural roads that were to receive Federal Aid. Under this system and at the present rate of construction it will take many years to complete the secondary road system in my State.

Another amendment which I offered in my bill sets up a definite formula for the distribution of rural and secondary road funds among the counties of the various States. The formula is based upon

area road mileage and population. In this way each county would be assured of receiving its fair and equitable share of the secondary road fund. The formula for the distribution by the counties is the same as the one used for distribution among the States. The Federal Aid Highway Act of 1944 has met with great success. The States and counties have cooperated fully but only a beginning in road building improvement has been made. Increased traffic conditions and the necessity of a secondary and rural road program and the improvement of streets in municipalities makes it imperative that the program be continued and made permanent.

## The Compromise Process of Legislation

### EXTENSION OF REMARKS

OF

**HON. WAYNE MORSE**

OF OREGON

IN THE SENATE OF THE UNITED STATES

Monday, April 12 (legislative day of Monday, March 29), 1948

Mr. MORSE. Mr. President, I ask unanimous consent to have printed in the Appendix of the Record an article by Mr. Oliver Martin, professor of philosophy at the University of Ohio, in which he presents a discussion of the compromise process of legislation.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

#### BEYOND COMPROMISE

(By Oliver Martin)

Can the democratic way be identified completely with compromise as a method of making social adjustments? In his writings Prof. T. V. Smith of the University of Chicago has glorified the politician and has identified the latter's art with the method of compromise. In a recent article in the Saturday Review of Literature (April 12, 1947) Alan Valentine, president of the University of Rochester, presents a similar thesis. Mr. Valentine tells us that "the expert politician and the expert publicity man think in the same terms \* \* \* They are concerned \* \* \* with the arts of charging words and phrases with high emotional potentials, of turning a respectable word into an insult, of clothing an ordinary word in the raiment of popularity." If Macchiavelli were alive today, he would recognize these "more refined procedures." By these means the politician not only gains his ends but also solves social problems with a minimum of force. When citizens disagree, there are but two solutions. "One is for the majority to force its full will upon a reluctant and perhaps powerful minority \* \* \* The other way is to compromise, and democracy is essentially a government by compromise. Politicians make compromise possible." The politician is a pragmatist and realist and gets things done. The statesman, by contrast, is an idealist who is inefficacious because, and precisely to the degree that, he stands firm and unswerving upon his ethical principles.

A respectable tradition, from the time of the Federalist Papers to the present, is behind this view of democracy. It has the virtue of simplicity that all common-sense views share. The average man can understand it. But the simple may also be a partial truth—in this case resting upon the

ambiguity of the term "compromise." I propose to defend the idea of statesmanship, to show the necessity of transcending compromise, and to prove the impossibility of identifying completely the democratic way with the method of compromise. I say completely, for no sane person denies the virtue of compromise or its admitted necessity at times. However, compromise is logically neither the only alternative to force nor is it in fact, or even theoretically, alone capable of preventing the use of force.

There are three possible methods of adjustment in social relations: (1) what for the want of a better term may be called the method of rational persuasion, (2) compromise, and (3) force expressed in the forms of coercion and/or violence.

Let us consider the method of persuasion. The two disputants in immediate conflict come together by themselves or with a third party to consider their difficulties. It is assumed that, with good will and the use of reason, truth in the matter of value conflicts may be discovered. One or other of the disputants, as the case may be, is persuaded that his opinion is wrong or that the opinion of the other is better. Or it may be that both may be persuaded that their respective opinions are not so desirable as some third point of view. In a case of this kind something quite different from compromise takes place. Neither side has made any concessions; neither has lost anything. If disputant X is persuaded that disputant Y has a better point of view, a fuller truth in a value-judging situation, in relinquishing his own opinion and accepting that of Y, X has gained something. Discounting for the moment as irrelevant the fact that any human being may make a mistake in value judgments, X feels that he has only lost a false judgment but gained a true, or truer, one.

The method of persuasion is, of course, undoubtedly an ideal one, and its all too infrequent use is witness to that fact. But it is used sometimes, and its very ideality demands that it ought to be used more often. The method of persuasion has its presuppositions. It assumes that through the use of reason objective truth in the matter of values and principles, together with particular exemplifications of these, can in general be determined, and that the disputants have good will and honestly seek the truth before all else. Obviously, in any particular case the method of persuasion is inefficacious if its presuppositions are not satisfied in fact.

Another possible method of bringing about adjustments in social relations is that of force. In this case the will of one or both of the disputants is asserted through either coercion or violence. This method presupposes (1) bad will on the part of at least one, if not both, of the disputants; (2) that in the particular case at hand, at least, truth cannot be determined, or, if it can be determined, it is not desired; and (3) that in the given case compromise is not worth while, the object or end willed being worth the risk of the use of force.

Now we are in a position to determine more precisely the meaning and limitations of the method of compromise. Compromise has broad and narrow meanings, and it is necessary to distill the essence from it. Assuming that there are choices or decisions that humans make which are merely matters of taste, perhaps the term "compromise" can legitimately be used to designate a possible adjustment in such matters. However, in this case the term has a meaning that is irrelevant to ethics and so need not be considered a part of our problem.

The term "compromise" is also used sometimes to designate what are really two variations of the method of persuasion. (1) Even when there is good will on the part of two parties and the method of persuasion would ordinarily be used, in a given case a decision may have to be made before there is





80TH CONGRESS  
2D SESSION

# H. R. 5888

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IN THE SENATE OF THE UNITED STATES

APRIL 13 (legislative day, MARCH 29), 1948

Read twice and referred to the Committee on Public Works

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## AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*  
3       That for the purpose of carrying out the provisions of the  
4       Federal-Aid Road Act approved July 11, 1916 (39 Stat.  
5       355), and all Acts amendatory thereof and supplementary  
6       thereto, and for continuing the postwar construction and re-  
7       construction of highways in accordance with the provisions  
8       of the Federal-Aid Highway Act of 1944 approved Decem-  
9       ber 20, 1944 (58 Stat. 838), there is hereby authorized to be

1 appropriated the sum of \$500,000,000 for the fiscal year  
2 ending June 30, 1950, a like sum for the fiscal year ending  
3 June 30, 1951, and a like sum for the fiscal year ending  
4 June 30, 1952.

5 The sum herein authorized for each fiscal year shall be  
6 available for expenditure as follows:

7 Forty-five per centum for projects on the Federal-aid  
8 highway system.

9 Thirty per centum for projects as set forth in paragraph  
10 (b) of section 3 of the Federal-Aid Highway Act of 1944  
11 (58 Stat. 838), except that for the purposes of this Act and  
12 all subsequent Acts continuing the postwar construction and  
13 reconstruction of highways in accordance with the provi-  
14 sions of the Federal-Aid Highway Act of 1944, (1) the  
15 term "secondary and feeder roads" and the term "principal  
16 secondary and feeder roads", wherever used in the Federal-  
17 Aid Highway Act of 1944, shall include county and township  
18 roads; and (2) in selecting county and township roads on  
19 which funds are to be expended, the State highway depart-  
20 ments shall cooperate with township trustees and other  
21 appropriate local road officials; and

22 Twenty-five per centum for projects on the Federal-aid  
23 highway system in urban areas.

24 The said sums, respectively, for any fiscal year, shall  
25 be apportioned among the several States in the manner now

1 provided by law and in accordance with the formulas set  
2 forth in section 4 of the Federal-Aid Highway Act of 1944  
3 approved December 20, 1944.

4 Any sums apportioned to any State under the provisions  
5 of this section shall be available for expenditure in that State  
6 for three fiscal years after the close of the fiscal year for  
7 which such sums are authorized, and any amount so appor-  
8 tioned remaining unexpended at the end of such period shall  
9 elapse: *Provided*, That such funds shall be deemed to have  
10 been expended if covered by formal agreement with the  
11 Commissioner of Public Roads for the improvement of a  
12 specific project as provided by this Act.

13 SEC. 2. For the purpose of carrying out the provisions  
14 of section 23 of the Federal-Aid Highway Act of 1921  
15 (42 Stat. 218), as amended and supplemented, there is  
16 hereby authorized to be appropriated the sum of \$25,000,-  
17 000 for forest highways for the fiscal year ending June 30,  
18 1950, a like sum for the fiscal year ending June 30, 1951,  
19 and a like sum for the fiscal year ending June 30, 1952;  
20 and there is hereby authorized to be appropriated the sum  
21 of \$12,500,000 for forest development roads and trails for  
22 the fiscal year ending June 30, 1950, a like sum for the  
23 fiscal year ending June 30, 1951, and a like sum for the  
24 fiscal year ending June 30, 1952, subject to the proviso in

1 section 9 of the Federal-Aid Highway Act of 1944 respect-  
2 ing the apportionment for forest highways in Alaska.

3 SEC. 3. (a) For the construction, reconstruction, im-  
4 provement, and maintenance of roads and trails, inclusive of  
5 necessary bridges, in national parks, monuments, and other  
6 areas administered by the National Park Service, including  
7 areas authorized to be established as national parks and  
8 monuments, and national park and monument approach roads  
9 authorized by the Act of January 31, 1931 (46 Stat. 1053),  
10 as amended, there is hereby authorized to be appropriated  
11 the sum of \$4,250,000 for the fiscal year ending June 30,  
12 1950, a like sum for the fiscal year ending June 30, 1951,  
13 and a like sum for the fiscal year ending June 30, 1952.

14 (b) For the construction and maintenance of park-  
15 ways, to give access to national parks and national monu-  
16 ments, or to become connecting sections of a national park-  
17 way plan, over lands to which title has been transferred  
18 to the United States by the States or by private individuals,  
19 there is hereby authorized to be appropriated the sum of  
20 \$10,000,000 for the fiscal year ending June 30, 1950,  
21 a like sum for the fiscal year ending June 30, 1951, and a  
22 like sum for the fiscal year ending June 30, 1952.

23 (c) For the construction, improvement, and main-  
24 tenance of Indian reservation roads and bridges and roads  
25 and bridges to provide access to Indian reservations and

1 Indian lands under the provisions of the Act approved May  
2 26, 1928 (45 Stat. 750), there is hereby authorized to be  
3 appropriated the sum of \$6,000,000 for the fiscal year ending  
4 June 30, 1950, a like sum for the fiscal year ending June  
5 30, 1951, and a like sum for the fiscal year ending June  
6 30, 1952: *Provided*, That the location, type, and design  
7 of all roads and bridges constructed shall be approved by  
8 the Public Roads Administration before any expenditures  
9 are made thereon, and all such construction shall be under  
10 the general supervision of the Public Roads Administration.

11 SEC. 4. All provisions of the Federal-Aid Highway Act  
12 of 1944, approved December 20, 1944 (58 Stat. 838), not  
13 inconsistent with this Act, shall remain in full force and  
14 effect.

15 SEC. 5. This Act may be cited as the "Federal-Aid  
16 Highway Act of 1948".

Passed the House of Representatives April 12, 1948.

Attest:

JOHN ANDREWS,

*Clerk.*

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## AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

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APRIL 13 (legislative day, MARCH 29), 1948

Read twice and referred to the Committee on  
Public Works





AUTHORIZING APPROPRIATIONS FOR CONTINUING THE  
CONSTRUCTION OF HIGHWAYS, AND FOR OTHER PUR-  
POSES

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JUNE 3 (legislative day, JUNE 1), 1948.—Ordered to be printed

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Mr. COOPER, from the Committee on Public Works, submitted the  
following

## REPORT

[To accompany H. R. 5888]

The Committee on Public Works, to whom was referred the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, having considered the same, report favorably thereon with amendments and recommend that the bill, as amended, do pass.

## GENERAL STATEMENT

In general, the purpose of the bill, as amended, is to authorize the appropriation of \$400,000,000 for the fiscal years ending June 30, 1950 and 1951 for the construction of projects on the Federal-aid primary, secondary, and urban systems. It also authorizes the annual appropriation for the same period of \$20,000,000 for the construction of forest highways, \$20,000,000 for forest development roads and trails, \$10,000,000 for roads and trails in areas administered by the National Park Service, \$12,500,000 for parkways and \$6,000,000 for Indian reservation roads. It provides that under certain named circumstances unmatched Federal-aid funds may be used to pay up to the entire cost of forest highways on the Federal-aid system within a particular State. It also provides that when funds available for expenditure on the Federal-aid highway system or on the Federal-aid highway system in urban areas are expended on projects on the national system of interstate highways the Federal share may be 60 percent of the cost, and directs the Commissioner of Public Roads, in cooperation with the State highway departments, the Secretary of Defense and the National Security Resources Board to make a study

of the status of improvement of the national system of interstate highways and the highway needs for national defense and report thereon to Congress not later than April 1, 1949. The bill, as amended, also provides for an increase from 2½ percent to 3¾ percent in the amount which may be deducted from funds authorized or appropriated for Federal-aid highways for use by the Public Roads Administration for administration expense and for highway research and investigations.

Sums apportioned under the provisions of the bill, as amended, are made available for expenditure for one fiscal year after the close of the fiscal year for which such sums are authorized, and sums apportioned under the Federal Aid Highway Act of 1944 are made available for expenditure for three fiscal years after the close of each fiscal year for which such sums are authorized. The sums authorized for appropriation for the construction of projects on the Federal-aid primary, secondary, and urban systems are allocated on a 45 per centum, 30 per centum and 25 per centum basis, respectively, as provided in the Federal Aid Highway Act of 1944.

H. R. 5888 passed the House on April 12, 1948, and, as amended, relates in general to the same matters covered in the aggregate by Senate bills 1954, 2134, 2149, 2150, 2446, and 2600. Extensive hearings were held on these Senate bills by the Subcommittee on Public Roads, beginning on February 2, 1948, and ending on May 6, 1948. A number of witnesses appeared at these hearings, including Members of the Congress, representatives of Federal agencies, the American Association of State Highway Officials, the Associated General Contractors of America, Inc., Western Association of State Highway Officials, the American Automobile Association, Department of Public Works of the State of New York, American Roadbuilders Association, American Farm Bureau Federation, Pennsylvania State Association of Township Supervisors and the Western Highway Institute. H. R. 5888 has been amended to reflect certain views of the committee based upon facts developed at the hearings. These amendments are hereinafter set forth and discussed.

#### AMENDMENTS

##### *Amount of Federal-aid authorizations*

The bill as passed by the House contains authorizations for a 3-year Federal-aid highway program at the rate of \$500,000,000 a year, distributed as follows:

(a) Forty-five percent or \$225,000,000 for projects on the Federal-aid primary highway system.

(b) Thirty percent or \$150,000,000 for projects on the Federal-aid secondary highway system, including farm-to-market roads, rural free-delivery mail routes and public-school bus routes.

(c) Twenty-five percent or \$125,000,000 for projects on the Federal-aid highway system in urban areas.

These amounts are the same as those provided in the 3-year postwar program authorized in the Federal-Aid Highway Act of 1944.

Testimony and data submitted to the committee have developed the following facts:

(a) The annual authorization of \$500,000,000 provided for in the postwar program in the 1944 act is considerably larger than any prewar annual authorizations the largest being \$200,000,000.

(b) This increased authorization was adopted in recognition of the probable necessity for making up for work curtailed during the war with some incidental consideration to the possible contribution of the program toward lessening the effects of the postwar economic recession which was predicted at that time.

(c) The progress made in carrying out the postwar program has lagged behind the 3-year period to such an extent that it was necessary in 1947 to amend the 1944 act to allow a second additional year for obligating the funds in order to avoid cancellation of some portions of the authorizations. It is now reported that it will be necessary to provide a third additional year's extension to prevent cancellation of a small portion of the authorizations.

(d) According to the records of actual progress to date and estimated progress for the remainder of the authorizations in the 1944 act as submitted to the committee, the average annual rate of progress for the postwar program in terms of Federal funds obligated is less than \$400,000,000 per year.

The committee believes that the testimony and other data submitted for its consideration warrant continuation of the Federal-aid highway program at approximately the present rate of progress for another 3-year period ending June 30, 1951. As the \$1,500,000,000 heretofore authorized has not been fully obligated and will extend through the fiscal year 1949, and as the new funds may be apportioned shortly after the approval of this act, no authorizations are needed for the latter fiscal year and, by providing authorizations for the fiscal years 1950 and 1951, continuation of the program at the current level can be obtained for the 3-year period ending with the fiscal year 1951. The omission of an authorization for 1949 was based upon recommendations of the President and the Public Roads Administration.

The committee has therefore amended the bill to provide for an authorization of \$400,000,000 for each of the fiscal years 1950 and 1951. This will permit continuous progress on the Federal-aid program at the current level on through the fiscal year 1951. The committee notes that these authorizations of \$400,000,000 per year are larger than the prewar annual authorizations with allowance made for price increases as shown by price indices maintained by the Public Roads Administration. The committee also notes that the Federal contribution of \$400,000,000 per year for highway construction represents a somewhat larger share of the total highway construction expenditures by all levels of government than has been provided by the Federal Government in past years. In the interest of obtaining needed highway improvements, of local and intrastate concern, as well as those of interstate and national importance as speedily as practicable, the committee urges the State and local governments to keep pace with the increase in Federal contributions.

#### *Distribution among systems*

No change has been made in the distribution of the authorizations among the three Federal-aid systems; namely, 45 percent on the primary system, 30 percent on the secondary system, and 25 percent on the urban system. With respect to the allocation for the secondary system, however, the new language inserted by the House in section 1 for the purpose of clarifying the term "secondary and feeder roads"

to include county and township roads has been stricken out, since the committee feels that the existing basic language in the 1944 act is adequate to permit selection of appropriate roads for the secondary system including county and township roads as well as other types of secondary roads. In the opinion of the committee, the new language inserted by the House does not alter the meaning or effect of the basic language, and therefore does not serve the purpose for which it may have been intended.

#### *Standards and administration of the secondary roads program*

The committee received extensive testimony concerning the standards and administration of the secondary roads program. Several witnesses, notable among whom were representatives of farm organizations, expressed the view that the standards for many of the secondary roads are higher than the type and volume of traffic warrant and that the difficulties in obtaining a mutual understanding in the selection of suitable routes and standards have retarded the development of the program and have deprived some areas of an appropriate share of the Federal assistance. The committee notes that a separate division has been established in the Public Roads Administration to administer the secondary roads program. The Commissioner has explained the measures inaugurated to meet the problems arising in the execution of this program.

The committee recognizes that many major problems remain to be solved before this program can proceed on a smooth and fully effective course, but it is reluctant to make any changes in the present legislation which might prove to be harmfully restrictive until more exhaustive data can be obtained concerning these problems. It has therefore agreed to withhold at this time the modifications of the existing legislation desired by some of the witnesses.

In withholding any changes in the law at this time, the committee expects that the Public Roads Administration will review the matter of standards and intensify its efforts to reach a prompt and workable solution of these problems to the end that the secondary roads program will be developed to provide the optimum in effective and efficient use of the available funds compatible with the needs of the farmers and other rural residents.

#### *Period of availability*

The committee has amended the bill in section 1 to provide for making the new authorizations available for obligation for one fiscal year in addition to the respective fiscal years for which they are apportioned. This is the same term as provided in prewar authorizations and as originally contained in the 1944 act. The committee understands that most of the postwar delays in resuming a normal construction program have now been largely overcome and that the States are generally in a favorable position to proceed promptly under the new authorizations. The committee therefore believes that a return to the usual term of availability will stimulate the early construction of the most urgently needed road improvements.

The committee has further amended section 1 of the bill to extend the period of availability of the authorizations in section 4 of the 1944 act to 3 years beyond the close of the respective fiscal years for which apportioned. This amendment is needed to prevent a lapse

of a small portion of the remaining apportionments and to permit all States to obligate the full amount of their apportionments.

### *National System of Interstate Highways*

In section 7 of the 1944 act Congress directed that there shall be designated a national system of interstate highways not exceeding 40,000 miles so located as to connect by roads as direct as practicable the principal metropolitan areas, cities, and industrial centers to serve the national defense and to connect at suitable border points with roads of continental importance in the Dominion of Canada and the Republic of Mexico. In accordance with this provision the Public Roads Administration in cooperation with the States has designated a national system of interstate highways, which, at the present time, totals about 38,000 miles. The routes in this system are a part of the existing Federal-aid primary and urban systems totaling about 245,000 miles, and they constitute a Nation-wide network of the principal traffic arteries of the Nation from the standpoints of interstate commerce and national defense. Congress has not adopted any specific measures for financing the improvement of this network of top national priority roads. The committee has received proposals that some measure of financing be provided for in this bill either by specific earmarking of Federal funds or by supplying some stimulus to their improvement with the regular Federal-aid funds by allowing a larger share of Federal matching of funds. The committee feels that there is insufficient information available at present to earmark any specific funds for this purpose without risk of injury to the progress of the general highway program in some States. It is impressed, however, with the need for adopting some means of adding impetus to the improvement of this vitally important system. The committee has therefore amended the bill by inserting a new section 2, which permits the Federal share of any Federal-aid primary or urban road project lying on the national system of interstate highways to be increased to 60 percent of the cost thereof. It should be noted that this provision does not take away any funds from the secondary roads nor from the other Federal-aid systems. It merely permits the use of a larger proportion of Federal-aid funds for such portions of the primary and urban systems as are on the national system of interstate highways.

In order that the Congress may have available at an early date adequate information concerning the status of the national system of interstate highways and data concerning the indicated or potential needs for improved highways for national defense, the committee has also included a provision in the new section 2 of the bill calling for the submission of a report on this subject not later than April 1, 1949.

### *Forest highways and forest development roads and trails*

Section 3 (a) of the bill, as amended, authorizes, for each of the fiscal years ending June 30, 1950 and 1951, \$20,000,000 instead of the \$25,000,000 for forest highways authorized in section 2 of H. R. 5888, as it passed the House, and \$20,000,000 instead of the \$12,500,000 for forest development roads and trails authorized in section 2 of H. R. 5888, as it passed the House. H. R. 5888, as it passed the House, made the authorizations for three fiscal years beginning with the fiscal year ending June 30, 1950, as contrasted with two fiscal years

in the bill, as amended. The changes in amounts are in conformity with data presented at the hearings, including the recommendations of the Commissioner of Public Roads, the Secretary of Agriculture, and the Assistant Chief of the Forest Service. The bill, as amended, also adds a provision that the authorization for forest highways, for the fiscal year ending June 30, 1950, shall be apportioned for expenditure immediately upon the passage of the act, according to the area and value of the land owned by the Government within the national forests therein, which the Secretary of Agriculture is directed to determine and certify, and on or before January 1 next preceding the commencement of each succeeding fiscal year there is to be like apportionment. The Commissioner of Public Roads is authorized to incur obligations, approve projects, and enter into contracts under such apportionment and his action in so doing shall be deemed a contractual obligation of the Federal Government. It also provides that appropriations for forest highways shall be available to the Commissioner of Public Roads for expenditure and shall be administered in conformity with regulations jointly approved by the Federal Works Administrator and the Secretary of Agriculture.

The Commissioner of Public Roads is directed to transfer to the Chief of the Forest Service from appropriations for forest highways such amounts as may be needed to cover necessary administrative expenses of the Forest Service in connection with the forest-highway program.

A proviso added at the end of section 3 (a) of the bill, as amended, makes it possible for a State wherein forest highways which cross national forest lands are located to utilize Federal-aid system funds, not covered by formal agreements with the Commissioner of Public Roads for the improvement of specific projects, for payment up to the full cost of construction of such forest highways.

The need for adequate forest highways has increased due to the very extensive timber operations within the national forests in recent years. The timber in national forests is sold to private industry by the Federal Government on competitive bids and accessibility to a highway increases the value. Substantial sums are realized by the Federal Government from these timber operations. These conditions, in addition to the fact that lands in national forests are taken off of the State tax lists, are some of the reasons which prompted the inclusion of the aforementioned proviso.

Section 3 (b) cancels the authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948, since funds for forest highways are available for expenditure from previous authorizations.

Section 3 (e) of the bill, as amended, modifies the present provision as to when the construction work on forest development roads and trails shall be advertised and let to contract as compared to doing the work by force account by changing the amount of the estimated cost per mile when such construction work must be let to contract from \$5,000 or more per mile to \$10,000 or more per mile. Among the reasons for increasing this amount are: (1) The higher costs of construction as compared with such costs when the provision was enacted in 1921; and (2) the desirability of providing a sufficient amount of force-account work so as to have at all times a force-account crew for fire fighting.

*Park roads and trails*

Section 4 (a) of the bill, as amended, increases the authorization for roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the act of January 31, 1931 (46 Stat. 1053), as amended, from \$4,250,000 to \$10,000,000 and limits the authorization for the fiscal years ending June 30, 1950 and 1951. H. R. 5888, as it passed the House, made the authorization extend through the fiscal year ending June 30, 1952. This increase is based on data presented at the hearings and is in conformity with the recommendation of the Commissioner of Public Roads. It developed at the hearings that it will require a minimum of \$3,000,000 annually for maintenance of roads and trails in the national parks. It also developed that fees at national parks for the last fiscal year amounted to \$2,923,586.63 and that anticipated revenues for the current fiscal year will be about \$3,500,000.

*National parkways*

Section 4 (b) of the bill, as amended, increases the authorization for the construction and maintenance of parkways to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States, or by private individuals, from \$10,000,000 to \$12,500,000 for each of the fiscal years ending June 30, 1950 and 1951. The authorization in H. R. 5888, as it passed the House, extended through the fiscal year ending June 30, 1952. The Commissioner of Public Roads and other witnesses at the hearings recommended an authorization of \$15,000,000 for these access roads.

*Indian reservation roads*

The only change made in section 4 (b) which authorizes an annual appropriation of \$6,000,000 for Indian reservation roads and bridges and access roads is that the authorization is for two fiscal years ending June 30, 1950 and 1951, instead of three fiscal years ending June 30, 1950, 1951, and 1952.

*Increase in funds for administrative, research, and investigational expense*

Section 6 of the bill, as amended, is added. Its provisions are identical to H. R. 3759, which passed the House on July 7, 1947. It provides for an increase from 2½ per cent to not to exceed 3¾ per cent of all moneys appropriated or authorized to be appropriated for expenditure under the provisions of the bill, as the Federal Works Administrator may deem necessary for administering the provisions of the bill and for carrying on necessary highway research and investigational studies and publishing the results thereof. The section is made retroactive as to any amounts authorized for the third postwar fiscal year which are apportioned in accordance with section 4 of the Federal-Aid Highway Act of 1944 before the approval of the enactment of the bill. This increase is based chiefly on the increase in salaries of the administrative personnel of the Public Roads Administration and the expansion of its organization due to increased activities

provided for by the Federal-Aid Act Highway of 1944. The present allowance of 2½ per cent is substantially lower than that provided for several other Federal agencies.

*Amounts of State apportionments*

The following table shows the approximate amounts which each State would receive each year from the authorizations for the Federal-aid systems in H. R. 5888, as amended:

State	Federal-aid primary (\$180,000,000)	Federal-aid secondary (\$120,000,000)	Federal-aid urban (\$100,000,000)	Total (\$400,000,000)
Alabama.....	\$3,746,000	\$2,964,000	\$1,029,000	\$7,739,000
Arizona.....	2,564,000	1,773,000	207,000	4,544,000
Arkansas.....	3,060,000	2,461,000	441,000	5,962,000
California.....	7,109,000	4,068,000	6,415,000	17,592,000
Colorado.....	3,187,000	2,144,000	737,000	6,068,000
Connecticut.....	1,104,000	606,000	2,059,000	3,769,000
Delaware.....	866,000	578,000	161,000	1,605,000
Florida.....	2,564,000	1,718,000	1,263,000	5,545,000
Georgia.....	4,457,000	3,401,000	1,281,000	9,139,000
Idaho.....	2,200,000	1,539,000	167,000	3,906,000
Illinois.....	6,960,000	3,742,000	7,511,000	18,213,000
Indiana.....	4,252,000	2,851,000	2,421,000	9,524,000
Iowa.....	4,377,000	3,130,000	1,257,000	8,764,000
Kansas.....	4,433,000	3,113,000	874,000	8,420,000
Kentucky.....	3,337,000	2,701,000	1,026,000	7,064,000
Louisiana.....	2,693,000	2,014,000	1,210,000	5,917,000
Maine.....	1,536,000	1,107,000	443,000	3,086,000
Maryland.....	1,450,000	927,000	1,414,000	3,791,000
Massachusetts.....	2,323,000	620,000	5,222,000	8,165,000
Michigan.....	5,393,000	3,262,000	4,488,000	13,143,000
Minnesota.....	4,768,000	3,284,000	1,742,000	9,794,000
Mississippi.....	3,219,000	2,651,000	474,000	6,344,000
Missouri.....	5,253,000	3,598,000	2,489,000	11,340,000
Montana.....	3,588,000	2,451,000	243,000	6,282,000
Nebraska.....	3,528,000	2,490,000	618,000	6,636,000
Nevada.....	2,265,000	1,517,000	48,000	3,830,000
New Hampshire.....	866,000	578,000	375,000	1,819,000
New Jersey.....	2,258,000	820,000	4,366,000	7,444,000
New Mexico.....	2,873,000	1,989,000	203,000	5,065,000
New York.....	8,545,000	3,366,000	14,828,000	26,739,000
North Carolina.....	4,305,000	3,527,000	1,179,000	9,011,000
North Dakota.....	2,632,000	1,897,000	170,000	4,699,000
Ohio.....	6,207,000	3,654,000	5,954,000	15,815,000
Oklahoma.....	4,001,000	2,939,000	1,065,000	8,005,000
Oregon.....	2,960,000	2,020,000	640,000	5,620,000
Pennsylvania.....	7,258,000	4,165,000	8,306,000	19,729,000
Rhode Island.....	866,000	578,000	887,000	2,331,000
South Carolina.....	2,415,000	1,993,000	517,000	4,925,000
South Dakota.....	2,782,000	1,980,000	175,000	4,937,000
Tennessee.....	3,785,000	2,910,000	1,258,000	7,953,000
Texas.....	11,283,000	7,946,000	3,526,000	22,755,000
Utah.....	2,012,000	1,340,000	343,000	3,695,000
Vermont.....	866,000	578,000	167,000	1,611,000
Virginia.....	3,250,000	2,521,000	1,178,000	6,949,000
Washington.....	2,793,000	1,891,000	1,159,000	5,843,000
West Virginia.....	1,964,000	1,650,000	638,000	4,252,000
Wisconsin.....	4,287,000	2,904,000	2,096,000	9,287,000
Wyoming.....	2,202,000	1,494,000	105,000	3,801,000
Hawaii.....	866,000	578,000	311,000	1,755,000
District of Columbia.....	866,000	578,000	905,000	2,349,000
Puerto Rico.....	876,000	894,000	659,000	2,429,000

80TH CONGRESS  
2D SESSION

# H. R. 5888

[Report No. 1458]

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## IN THE SENATE OF THE UNITED STATES

APRIL 13 (legislative day, MARCH 29), 1948

Read twice and referred to the Committee on Public Works

JUNE 3 (legislative day, JUNE 1), 1948

Reported by Mr. COOPER, with amendments

[Omit the part struck through and insert the part printed in italic]

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## AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

1      *Be it enacted by the Senate and House of Representa-*  
2      *tives of the United States of America in Congress assembled,*  
3      That for the purpose of carrying out the provisions of the  
4      Federal-Aid Road Act approved July 11, 1916 (39 Stat.  
5      355), and all Acts amendatory thereof and supplementary  
6      thereto, and for continuing the ~~postwar~~ construction and re-  
7      construction of highways in accordance with the provisions  
8      of the Federal-Aid Highway Act of 1944 approved Decem-  
9      ber 20, 1944 (58 Stat. 838), there is hereby authorized to be  
10     appropriated the sum of ~~\$500,000,000~~ \$400,000,000 for

1 the fiscal year ending June 30, 1950, *and* a like sum for the  
2 fiscal year ending June 30, 1951,—~~and a like sum for the~~  
3 ~~fiscal year ending June 30, 1952.~~

4 The sum herein authorized for each fiscal year shall be  
5 available for expenditure as follows:

6 Forty-five per centum for projects on the Federal-aid  
7 highway system.

8 Thirty per centum for projects as set forth in paragraph  
9 (b) of section 3 of the Federal-Aid Highway Act of 1944  
10 (58 Stat. 838) ;—~~except that for the purposes of this Act and~~  
11 ~~all subsequent Acts continuing the postwar construction and~~  
12 ~~reconstruction of highways in accordance with the provi-~~  
13 ~~sions of the Federal-Aid Highway Act of 1944, (1) the~~  
14 ~~term “secondary and feeder roads” and the term “principal~~  
15 ~~secondary and feeder roads”, wherever used in the Federal-~~  
16 ~~Aid Highway Act of 1944, shall include county and town-~~  
17 ~~ship roads; and (2) in selecting county and township roads~~  
18 ~~on which funds are to be expended, the State highway~~  
19 ~~departments shall cooperate with township trustees and other~~  
20 ~~appropriate local road officials; and~~

21 Twenty-five per centum for projects on the Federal-aid  
22 highway system in urban areas.

23 The said sums, respectively, for any fiscal year, shall  
24 be apportioned among the several States in the manner now  
25 provided by law and in accordance with the formulas set

1 forth in section 4 of the Federal-Aid Highway Act of 1944  
2 approved December 20, 1944.

3 Any sums apportioned to any State under the provisions  
4 of this section shall be available for expenditure in that State  
5 for three fiscal years after the close of the fiscal year for  
6 which such sums are authorized, and any amount so appor-  
7 tioned remaining unexpended at the end of such period shall  
8 elapse: *Provided*, That such funds shall be deemed to have  
9 been expended if covered by formal agreement with the  
10 Commissioner of Public Roads for the improvement of a  
11 specific project as provided by this Act.

12 Any sums apportioned to any State under the provisions  
13 of this section shall be available for expenditure in that State  
14 for one fiscal year after the close of the fiscal year for which  
15 such sums are authorized, and any sums apportioned to any  
16 State under section 4 of the Federal-Aid Highway Act of  
17 1944, approved December 20, 1944, shall be available for ex-  
18 penditure in that State for three fiscal years after the close of  
19 the fiscal year for which such sums are authorized and any  
20 amount so apportioned remaining unexpended at the end  
21 of such period shall lapse: *Provided*, That such funds for  
22 any fiscal year shall be deemed to have been expended if a  
23 sum equal to the total of the sums apportioned to the State  
24 for such fiscal year is covered by formal agreements with

1 *the Commissioner of Public Roads for the improvement of*  
2 *specific projects as provided by this Act.*

3       SEC. 2. For the purpose of carrying out the provisions  
4 of section 23 of the Federal Aid Highway Act of 1921  
5 (42 Stat. 218), as amended and supplemented, there is  
6 hereby authorized to be appropriated the sum of \$25,000,  
7 000 for forest highways for the fiscal year ending June 30,  
8 1950, a like sum for the fiscal year ending June 30, 1951,  
9 and a like sum for the fiscal year ending June 30, 1952;  
10 and there is hereby authorized to be appropriated the sum  
11 of \$12,500,000 for forest development roads and trails for  
12 the fiscal year ending June 30, 1950, a like sum for the  
13 fiscal year ending June 30, 1951, and a like sum for the  
14 fiscal year ending June 30, 1952, subject to the proviso in  
15 section 9 of the Federal Aid Highway Act of 1944 respect-  
16 ing the apportionment for forest highways in Alaska.

17       SEC. 2. (a) *Following the approval of this Act, when*  
18 *funds heretofore, herein, or hereafter made available for*  
19 *expenditure in accordance with the provisions of the Federal*  
20 *Highway Act, as amended and supplemented, on the Federal-*  
21 *aid highway system or on the Federal-aid highway system in*  
22 *urban areas are expended for any project on the National*  
23 *System of Interstate Highways, designated in accordance*  
24 *with the provisions of section 7 of the Federal-Aid High-*  
25 *way Act of 1944, the Federal share payable on account of*

1 any such project may be 60 per centum of the cost thereof  
2 plus a percentage of the remainder of such cost as now  
3 authorized by section 5 (a) of the Federal-Aid Highway  
4 Act of 1944.

5 (b) The Commissioner of Public Roads is hereby  
6 directed to cooperate with the State highway departments in  
7 a study of the status of improvement of the National System  
8 of Interstate Highways, designated in accordance with the  
9 provisions of section 7 of the Federal-Aid Highway Act of  
10 1944; to invite the cooperation and suggestions of the Sec-  
11 retary of Defense and the National Security Resources Board  
12 as to their indicated or potential needs for improved high-  
13 ways for the national defense; and to supplement, not later  
14 than April 1, 1949, the report dated February 1, 1941,  
15 entitled "Highways for the National Defense" (Seventy-  
16 seventh Congress, first session), to reflect current conditions  
17 and deficiencies.

18 SEC. 3. (a) For the purpose of carrying out the provi-  
19 sions of section 23 of the Federal Highway Act (42 Stat.  
20 218), as amended and supplemented, there is hereby  
21 authorized to be appropriated (1) for forest highways the  
22 sum of \$20,000,000 for the fiscal year ending June 30, 1950,  
23 and a like sum for the fiscal year ending June 30, 1951,  
24 subject to the provision of section 9 of the Federal-Aid High-

1 way Act of 1944 respecting the apportionment for forest  
2 highways in Alaska; and (2) for forest development roads  
3 and trails the sum of \$20,000,000 for the fiscal year ending  
4 June 30, 1950, and a like sum for the fiscal year ending  
5 June 30, 1951: Provided, That immediately upon the  
6 passage of this Act the appropriation herein authorized for  
7 forest highways for the fiscal year ending June 30, 1950,  
8 shall be apportioned by the Federal Works Administrator  
9 for expenditure in the several States, Alaska, and Puerto  
10 Rico, according to the area and value of the land owned  
11 by the Government within the national forests therein which  
12 the Secretary of Agriculture is hereby directed to determine  
13 and certify to him from such information, sources, and de-  
14 partments as the Secretary of Agriculture may deem most  
15 accurate, and hereafter, on or before January 1 next pre-  
16 ceding the commencement of each succeeding fiscal year the  
17 Federal Works Administrator shall make like apportionment  
18 of the appropriation authorized for such fiscal year: Pro-  
19 vided further, That the Commissioner of Public Roads may  
20 incur obligations, approve projects, and enter into contracts  
21 under the apportionment of such authorizations, and his  
22 action in so doing shall be deemed a contractual obligation  
23 of the Federal Government for the payment of the cost  
24 thereof: Provided further, That the appropriations made  
25 pursuant to authorizations heretofore, herein, and hereafter

1 enacted for forest highways shall be considered available to  
2 the Commissioner of Public Roads for the purpose of dis-  
3 charging the obligations created hereunder in any State or  
4 Territory: Provided further, That the total expenditures on  
5 account of any State or Territory shall at no time exceed  
6 its authorized apportionment: Provided further, That appro-  
7 priations for forest highways shall be administered in con-  
8 formity with regulations jointly approved by the Federal  
9 Works Administrator and the Secretary of Agriculture:  
10 Provided further, That the Commissioner of Public Roads  
11 shall transfer to the Chief of the Forest Service from appro-  
12 priations for forest highways such amounts as may be needed  
13 to cover necessary administrative expenses of the Forest  
14 Service in connection with the forest-highway program: And  
15 provided further, That if, as to any State wherein such forest  
16 highways are located, it is not found feasible to expend all  
17 of the funds apportioned under section 1 of this Act for the  
18 purposes for which such funds were so apportioned, the  
19 Commissioner of Public Roads in his discretion, and upon  
20 application in writing by the State highway department of  
21 such State, may agree with such State to pay, from the funds  
22 apportioned under section 1 of this Act to such State and  
23 within the time such funds are available for expenditure, any  
24 or all of the funds which are not covered by formal agree-  
25 ments with the Commissioner of Public Roads for the im-

1 *provements of specific projects as provided by this Act, for*  
 2 *payment up to the full cost of the construction of such forest*  
 3 *highways across national forest lands within such State.*

4 *(b) The authorization in section 9 of the Federal-Aid*  
 5 *Highway Act of 1944 for forest highways for the fiscal year*  
 6 *ending June 30, 1948, is hereby canceled.*

7 *(c) Hereafter, construction work on forest-develop-*  
 8 *ment roads and trails, pursuant to the provisions of section*  
 9 *23 of the Federal Highway Act of November 9, 1921, as*  
 10 *amended and supplemented, estimated to cost \$10,000 or*  
 11 *more per mile, exclusive of bridges, shall be advertised and*  
 12 *let to contract. If such estimated cost is less than \$10,000*  
 13 *per mile, or if, after proper advertising, no acceptable bid*  
 14 *is received, or the bids are deemed excessive, the work may*  
 15 *be done by the Secretary of Agriculture on his own account.*

16 SEC. 3 4. (a) For the construction, reconstruction, im-  
 17 provement, and maintenance of roads and trails, inclusive of  
 18 necessary bridges, in national parks, monuments, and other  
 19 areas administered by the National Park Service, including  
 20 areas authorized to be established as national parks and  
 21 monuments, and national park and monument approach roads  
 22 authorized by the Act of January 31, 1931 (46 Stat. 1053),  
 23 as amended, there is hereby authorized to be appropriated  
 24 the sum of ~~\$4,250,000~~ \$10,000,000 for the fiscal year ending  
 25 June 30, 1950, and a like sum for the fiscal year ending

1 June 30, 1951,—and a like sum for the fiscal year ending  
2 June 30, 1952.

3 (b) For the construction and maintenance of park-  
4 ways, to give access to national parks and national monu-  
5 ments, or to become connecting sections of a national park-  
6 way plan, over lands to which title has been transferred  
7 to the United States by the States or by private individuals,  
8 there is hereby authorized to be appropriated the sum of  
9 ~~\$10,000,000~~ \$12,500,000 for the fiscal year ending June 30,  
10 1950, *and* a like sum for the fiscal year ending June 30,  
11 1951,—and a like sum for the fiscal year ending June 30  
12 1952.

13 (c) For the construction, improvement, and mainte-  
14 nance of Indian reservation roads and bridges and roads  
15 and bridges to provide access to Indian reservations and  
16 Indian lands under the provisions of the Act approved May  
17 26, 1928 (45 Stat. 750), there is hereby authorized to be  
18 appropriated the sum of \$6,000,000 for the fiscal year ending  
19 June 30, 1950, *and* a like sum for the fiscal year ending  
20 June 30, 1951,—and a like sum for the fiscal year ending  
21 June 30, 1952: *Provided*, That the location, type, and de-  
22 sign of all roads and bridges constructed shall be approved  
23 by the Public Roads Administration before any expenditures  
24 are made thereon, and all such construction shall be under  
25 the general supervision of the Public Roads Administration.

1        SEC. 4 5. All provisions of the Federal-Aid Highway  
2 Act of 1944, approved December 20, 1944 (58 Stat. 838),  
3 not inconsistent with this Act, shall remain in full force and  
4 effect.

5        SEC. 6. *The first paragraph of section 21 of the Federal*  
6 *Highway Act, approved November 9, 1921 (23 U. S. C.*  
7 *21), is hereby amended to read as follows:*

8        “That so much, not to exceed  $3\frac{3}{4}$  per centum, of all  
9 moneys appropriated or authorized to be appropriated for  
10 expenditure under the provisions of this Act, as the Federal  
11 Works Administrator may deem necessary for administering  
12 the provisions of this Act and for carrying on necessary  
13 highway research and investigational studies independently  
14 or in cooperation with the State highway departments and  
15 other research agencies, and for publishing the results thereof,  
16 shall be deducted therefrom for such purposes when the  
17 apportionment is made and the amount so deducted shall be  
18 available until expended from appropriations made under  
19 the provisions of this Act: Provided, That should the ap-  
20 portionment of the amounts authorized for the third postwar  
21 fiscal year be made in accordance with section 4 of the  
22 Federal-Aid Highway Act of 1944 before the approval of  
23 this Act, a revised apportionment may be made and the  
24 increased amount authorized by this section deducted for  
25 administration, research, and investigational studies.”

1        SEC. 5 7. This Act may be cited as the "Federal-Aid  
2 Highway Act of 1948".

Passed the House of Representatives April 12, 1948.

Attest:

JOHN ANDREWS,

*Clerk.*

80<sup>TH</sup> CONGRESS  
2<sup>D</sup> Session

**H. R. 5888**

[Report No. 1458]

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## **AN ACT**

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To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

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APRIL 13 (legislative day, MARCH 29), 1948

Read twice and referred to the Committee on  
Public Works

JUNE 3 (legislative day, JUNE 1), 1948

Reported with amendments





## CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE

Division of Legislative Reports

(For Department staff only)

Issued

June 11, 1948

For actions of

June 10, 1948

30th-2nd, No. 105

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**HIGHLIGHTS:** Senate passed selective-service and road-authorizations bills. Senate passed bills to increase interest on farm-tenant loans, delay liquidation of FIA minerals, and authorize land-title adjustments. House committee agreed to amendments to price support bill to support potatoes, milk, hogs, chickens, and eggs at 90% of 1948 parity. House to debate price support and CCC-charter bills today. House committee ordered housing bill reported with rural-housing title. Rep. Murray (Wis.) criticized USDA's potato price supports, USDA's use of unfortified skin milk in school-lunch program, the embargo on tobacco-seed exports, and the "New Deal foreign agricultural policy."

## SENATE

1. **SELECTIVE SERVICE.** Passed, 78-10, with amendments S. 2655, the selective service bill (pp. 7836-59).
2. **LEGISLATIVE APPROPRIATION BILL.** Both Houses agreed to conference report on this bill, H.R. 6500 (pp. 7860, 7905). This bill will now be sent to the President.
3. **BUILDINGS AND GROUNDS.** The Public Works Committee reported with amendments S. 1955, to authorize acquisition of plans for Federal public buildings in D. C. (S. Rept. 1591)(p. 7860).
4. **SUGAR ACT; ADMINISTRATIVE PROCEDURE.** The Judiciary Committee reported with amendment S. 2755, to exclude the Sugar Control Extension Act from the Administrative Procedure Act (S. Rept. 1588)(p. 7860).
5. **TREASURY-POST OFFICE APPROPRIATION BILL.** Agreed to the conference report on this bill, H. R. 5770 (pp. 7868-70). Agreed to a House amendment to the typewriter-purchase provision, providing as follows: "Notwithstanding the foregoing paragraphs, in the event the Director of the Bureau of Federal Supply is unable to furnish any such agency with suitable typewriters out of stock on hand, he may purchase typewriters for the account of such agency: Provided, That the price paid during any quarter of the fiscal year for such typewriters shall not exceed 90 percent of the lowest net cash price, plus applicable Federal excise taxes, accorded the most-favored customer (other than the Government of

the United States, or any agency thereof, and purchasers of typewriters for educational instruction purposes only) of the manufacturer of such machines during the 6-month period immediately preceding such quarter." This bill will now be sent to the President.

6. OLEOMARGARINE TAXES. Sen. Maybank, S. C., expressed regret that H. R. 2245, to repeal these taxes, was not being considered. Sen. Taft replied: "There is no disposition on the part of our committee to hold up that bill. On the other hand, there are bills of national importance which have been given priority. As soon as we finish what we have planned for consideration, we shall consider that bill among other bills." (p. 7871.)
7. ANIMAL IMPORTS. Passed as reported S. 1447, to prohibit importation of foreign wild animals and birds under conditions other than humane (p. 7872).
8. ROAD AUTHORIZATIONS. Passed as reported H. R. 5888, to authorize road appropriations for the fiscal years 1950 and 1951 (pp. 7874-6).

The Senate committee report includes the following description of the provisions regarding forest highways and forest roads and trails: "Section 3 (a) of the bill, as amended, authorizes, for each of the fiscal years ending June 30, 1950 and 1951, \$20,000,000 instead of the \$25,000,000 for forest highways authorized in section 2 of H. R. 5888, as it passed the House, and \$20,000,000 instead of the \$12,500,000 for forest development roads and trails authorized in section 2 of H. R. 5888, as it passed the House. H. R. 5888, as it passed the House, made the authorizations for three fiscal years beginning with the fiscal year ending June 30, 1950, as contrasted with two fiscal years in the bill, as amended. The changes in amounts are in conformity with data presented at the hearings, including the recommendations of the Commissioner of Public Roads, the Secretary of Agriculture, and the Assistant Chief of the Forest Service. The bill, as amended, also adds a provision that the authorization for forest highways, for the fiscal year ending June 30, 1950, shall be apportioned for expenditure immediately upon the passage of the act, according to the area and value of the land owned by the Government within the national forests therein, which the Secretary of Agriculture is directed to determine and certify, and on or before January 1 next preceding the commencement of each succeeding fiscal year there is to be like apportionment. The Commissioner of Public Roads is authorized to incur obligations, approve projects, and enter into contracts under such apportionment and his action in so doing shall be deemed a contractual obligation of the Federal Government. It also provides that appropriations for forest highways shall be available to the Commissioner of Public Roads for expenditure and shall be administered in conformity with regulations jointly approved by the Federal Works Administrator and the Secretary of Agriculture.

"The Commissioner of Public Roads is directed to transfer to the Chief of the Forest Service from appropriations for forest highways such amounts as may be needed to cover necessary administrative expenses of the Forest Service in connection with the forest-highway program.

"A proviso added at the end of section 3 (a) of the bill, as amended, makes it possible for a State wherein forest highways which cross national forest lands are located to utilize Federal-aid system funds, not covered by formal agreements with the Commissioner of Public Roads for the improvement of specific projects, for payment up to the full cost of construction of such forest highways....

"Section 3 (b) cancels the authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948, since funds for forest highways are available for expenditure from

previous authorizations.

"Section 3 (c) of the bill, as amended, modifies the present provision as to when the construction work on forest development roads and trails shall be advertised and let to contract as compared to doing the work by force account by changing the amount of the estimated cost per mile when such construction work must be let to contract from \$5,000 or more per mile to \$10,000 or more per mile..."

The committee also reduced the annual authorization for Federal-aid highways from \$500,000,000 to \$400,000,000 and made certain other changes in these provisions.

9. PERSONNEL. Passed without amendment S. 2517, to amend the Civil Service Retirement Act to provide benefits to survivors of employees who had leave to cover the period subsequent to death to Mar. 1, 1948 (p. 7878).
10. RECLAMATION. Passed as reported H. R. 3218, to authorize an emergency fund for the Bureau of Reclamation to assure continuous operation of its systems (p. 7879).  
Passed as reported S. 2286, to provide for nonreimbursable allocations on the Carlsbad project (p. 7879).
11. GRAZING LANDS. Passed without amendment H. R. 6073, to amend the Taylor Grazing Act so as to authorize the Government to accept contributions of land, and of money for improvements thereto, outside of grazing districts (p. 7880).  
This bill will now be sent to the President.
12. CAFETERIAS. After discussion, passed over, at the request of Sen. Ball, S. 2779, to create a Government Services Corporation to manage cafeterias, etc., in Federal buildings (p. 7882).
13. FARM LOANS. Passed without amendment H. R. 6114, to amend title I of the Bankhead-Jones Farm Tenant Act, as amended, so as to increase the interest rate by  $\frac{1}{8}\%$ , to provide for redemption of nondelinquent insured mortgages, to authorize advances for preservation and protection of the insured loan security, etc. (p. 7884). This bill will now be sent to the President.
14. FOREST LANDS; RURAL REHABILITATION. Passed without amendment H. R. 6113, to transfer a tract of Wis. Rural Rehabilitation Corp. land to the Forest Service (p. 7884). This bill will now be sent to the President.
15. LAND TITLES. Passed without amendment S. 2418, to remove the 10-year limitation on adjustment of land titles by the Secretary of Agriculture (p. 7884).
16. MINERALS. Passed as reported H. R. 4856, to delay liquidation of mineral interests reserved to the U. S. as required by the Farmers' Home Administration Act (p. 7884).
17. SUGAR PAYMENTS. Passed without amendment H. R. 5174, to authorize CCC to make adjustment payments to certain producers of raw cane sugar in Puerto Rico and Hawaii (p. 7886). This bill will now be sent to the President.
18. The following were included among the bills passed over:  
S. 784, to provide maternity leave for Government employees (p. 7888).  
S. 2279, to amend the Civil Service Retirement Act so as to extend benefits to employees who were involuntarily separated during the period from July 1, 1945, to July 1, 1947, after having rendered twenty-five years of service

but prior to attainment of age 55 (p. 7889).

S. 2839, to extend for 5 years the authority to provide for the maintenance of a domestic tin-smelting industry (p. 7889).

19. NATIONAL FORESTS. Concurred in House amendments to S. 1090, to remove the limitation governing exchanges of certain lands in the Superior National Forests, Minn., to safeguard and consolidate areas of exceptional public interest (p. 7765, June 9). This bill will now be sent to the President.

#### HOUSE

20. PRICE SUPPORTS. The "Daily Digest" states that the Agriculture Committee considered H.R. 6248, the price-support bill, and agreed to a "committee amendment, to be offered by Representative Hope, supporting until June 30, 1950, Irish white potatoes harvested before January 1, 1949, milk and its products, hogs, chickens, and eggs at 90 percent of 1948 parity" (p. D629). H.R. 6248 and the CCC charter bill, H.R. 6263, are to be considered on the floor today, June 11 (p. D629).

Rep. Murray, Wis., criticized the price-support program, claiming that the "Agricultural Department is now bushing the potato farmers of my State out of thousands of dollars...[and] cannot even operate a short-range agricultural program" (p. 7905).

21. HOUSING. The "Daily Digest" states that the Banking and Currency Committee ordered reported (but did not actually report) H.R. 6841, amending the National Housing Act, and that as reported the bill would include the "following titles of S. 866, the T-E-W housing bill: Title III, program of research and development by Housing and Home Finance Administration; title V, slum clearance and urban development; section VI, low-rent housing; and title VII, rural housing" (p. D629).

Passed without amendment S.J. Res. 231, authorizing \$10 million for stop-gap emergency housing in the Columbia River flood disaster area (pp. 7913-4). Passed by the Senate earlier in the day. This measure will now be sent to the President.

22. DISPLACED PERSONS. Began debate on H.R. 6396, to provide for the admission of 200,000 displaced persons within 2 years (pp. 7906-13, 7915-54).

23. TAXATION. The Rules Committee reported a resolution for the consideration of H.R. 6712, to provide for revenue revision and to correct tax inequities by making administrative and technical amendments to the Internal Revenue Code (pp. 7915, 7962).

24. PERSONNEL. The Post Office and Civil Service Committee ordered reported (but did not actually report) H.R. 5715, extending retirement benefits to employees who were involuntarily separated during the period from July 1, 1945 to July 1, 1947, after 25 years of service prior to attainment of age 55; and H.R. 6641, to amend the Civil Service Retirement Act to provide annuities for certain surviving spouses of annuitants retired prior to Apr. 1, 1948 (pp. D629-30).

Reps. Kirsten (Wis.) and Lyle (Tex.) spoke in favor of pay increases for Federal employees (pp. 7903, 7904).

Received citizens' petitions favoring pay increases for Federal employees (p. 7963).

25. OLEOMARGARINE. Rep. Rivers, S.C., urged passage of the bill to repeal taxes on oleomargarine (p. 7904).

26. HEALTH. The Interstate and Foreign Commerce Committee ordered reported

surplus property under the Surplus Property Act of 1944 may be made to Federal Prison Industries, Inc., without reimbursement or transfer of funds.

#### PREVENTION OF RETROACTIVE CHECK-AGE OF RETIRED PAY OF CERTAIN ENLISTED MEN AND WARRANT OFFICERS

The bill (H. R. 5344) to prevent retroactive checkage of retired pay in the cases of certain enlisted men and warrant officers appointed or advanced to commissioned rank or grade under the act of July 24, 1941 (55 Stat. 603), as amendment, and for other purposes, was considered, ordered to a third reading, read the third time, and passed.

#### THE FILES OF THE FBI

Mr. SMITH. Mr. President, on the 20th of May, during the debate on Senate bill 1004, a measure "to amend the Atomic Energy Act of 1946 so as to grant specific authority to the Senate Members of the Joint Committee on Atomic Energy to require investigations by the Federal Bureau of Investigation of the character, associations, and loyalty of persons nominated for appointment," I made a statement in discussing the matter with the Senator from Iowa [Mr. HICKENLOOPER] and the Senator from Illinois [Mr. LUCAS] which implied that the FBI office kept files on all important persons in public life.

My statement was called to the attention of Mr. J. Edgar Hoover; and under date of May 22, he wrote me a letter on the subject, which I have asked his permission to publish in the RECORD in order to clarify the position of the FBI with regard to this important question. I have just received, from Mr. Hoover, a letter saying that he will be glad to have his letter published. Since the letter is short I shall read it:

FEDERAL BUREAU OF INVESTIGATION,  
UNITED STATES DEPARTMENT OF JUSTICE,  
Washington, D. C. May 22, 1948.

Hon. H. ALEXANDER SMITH,  
United States Senate,  
Washington, D. C.

MY DEAR SENATOR: Your remarks on the floor on May 20 in connection with debates on Senate bill 1004 have been called to my attention, particularly that portion wherein you stated you called the FBI office and inquired whether a special investigation was made of the members appointed to the Atomic Energy Commission and you were told: "No, there was not. We keep files on all important persons, \* \* \*"

Following your reference to the maintenance of files on all important persons, several other Senators picked this up and I have no doubt that the old charge will now be revived that the FBI maintains files on prominent persons.

As you stated, you did call the Bureau about noon on April 2, 1947, and inquired of one of my assistants whether the FBI had investigated the members of the Commission. You were correctly advised that we had not and this fact was later developed by both Senator HICKENLOOPER and you. Senator HICKENLOOPER was advised and I am sure you were, that we had merely checked our files and furnished any information therein to the President upon the President's request. Obviously, information does come into the Bureau in connection with official matters on individuals who are not the specific subjects of investigations and in such instances, this information is maintained in the files. However, it would

be most incorrect to state that the FBI keeps files on all important persons.

Later in the debate, innuendoes by others indicated that the FBI maintained files on Congressmen. This is certainly incorrect except insofar as files containing correspondence with various Members of Congress are concerned.

I did want to drop you this personal note in order that if the question should come up at any future time on the types of files maintained in the Bureau, you will have the facts.

With best wishes and kind regards,  
Sincerely yours,

J. EDGAR HOOVER.

Mr. President, I am happy to publish this letter in order to make clear the position of the FBI on this question.

#### HEADSTONES FOR UNMARKED GRAVES OF MEMBERS OF THE ARMED FORCES

The Senate proceeded to consider the bill (H. R. 4272) to provide for the procurement and supply of Government headstones or markers for unmarked graves of members of the armed forces dying in the service or after honorable discharge therefrom, and other persons, and for other purposes, which had been reported from the Committee on Armed Services, with an amendment, on page 2, after the word "cemeteteries", to strike out: "The Secretary of the Army is also authorized and directed to furnish appropriate memorial markers at the request of the next of kin for all members of the armed forces of the United States dying in service on or after September 3, 1939, and whose bodies have not been recovered. These memorial markers or may be delivered to the next of kin appropriate places designated by the Secretary at the request of the next of kin or may be delivered to the next of kin to be placed in some cemetery of his choice. In the event same is to be placed in a cemetery other than a national cemetery, no expense will be borne by the Government other than the cost of the memorial marker and the shipping costs" and insert "The Secretary of the Army, the Secretary of the Navy, and the Secretary of the Air Force are authorized and directed to compile a list of the names of all members of the armed forces of the United States who died while serving in such forces in the overseas theaters of operations on or after September 3, 1939, and whose bodies have not been recovered or identified or have been buried at sea. Upon the compilation of such list of names and other appropriate data, the American Battle Monuments Commission and the Secretary of the Army are authorized and directed to provide for the inscribing of each such name and pertinent data with respect to the individual on the wall of a chapel or other appropriate memorial erected by the American Battle Monuments Commission or by the Department of the Army. In determining the particular chapel or other memorial on the wall of which any particular name shall be inscribed, the Commission and the Secretary shall follow the general rule of having the name inscribed upon the wall of that chapel or other memorial which is appropriate in view of the circumstances under which the deceased died in the service of his country."

The amendment was agreed to.

The amendment was ordered to be engrossed and the bill to be read a third time.

The bill was read the third time and passed.

#### PAYMENTS TO SURVIVING BROTHERS OF DECEASED MEMBERS AND FORMER MEMBERS OF THE ARMED FORCES

The bill (H. R. 5758) to amend further the Armed Forces Leave Act of 1946, as amended, to permit certain payments to be made to surviving brothers and sisters, and nieces and nephews, of deceased members and former members of the armed forces, was considered, ordered to a third reading, read the third time, and passed.

#### DELEGATION TO THE SECRETARY OF THE NAVY OF CERTAIN DISCRETIONARY POWERS

The bill (H. R. 4032) to amend certain provisions of law relating to the naval service so as to authorize the delegation to the Secretary of the Navy of certain discretionary powers vested in the President of the United States, was considered, ordered to a third reading, read the third time, and passed.

#### CONVEYANCE TO OKALOOSA COUNTY, FLA., OF SANTA ROSA ISLAND

The Senate proceeded to consider the bill (H. R. 3735) to authorize and direct the Secretary of War to donate and convey to Okaloosa County, State of Florida, all the right, title, and interest of the United States in and to a portion of Santa Rosa Island, Fla., and for other purposes, which had been reported from the Committee on Armed Services, with amendments.

The first amendment was, on page 1, after line 2, to strike out: "That the Secretary of War is authorized and directed to donate and convey to Okaloosa County, State of Florida, for public recreational purposes, and subject to the further limitations and restrictions, hereinafter enumerated, all the right, title, and interest of the United States in and to a portion of Santa Rosa Island, Fla., extending 1 mile east from Brooks Bridge on United States Highway 98 near the town of Fort Walton, Fla., except for a strip of land 600 feet wide (300 feet east and 300 feet west from center line of road leading to radar site "Dick"), extending from Highway 98 to the mean low water level of the Gulf of Mexico, and 2 miles west from said bridge, and to that part of Santa Rosa Island which lies east of the new channel at East Pass (consisting of two small islands), said property being under the jurisdiction of the War Department" and insert "That the Secretary of the Army is authorized to convey, subject to the limitations and conditions hereinafter enumerated and such others as he may prescribe, to Okaloosa County, State of Florida, for recreational purposes, all right, title, and interest of the United States in and to all or any part of that portion of Santa Rosa Island, Fla., extending 1 mile east from Brooks Bridge on United States Highway 98 near the town of Fort Walton, Fla., except for a strip of land 600 feet wide (300 feet east and 300 feet west from

center line of road leading to radar site "Dick"), extending from Highway 98 to the mean low water level of the Gulf of Mexico, and 2 miles west from said bridge, and to all or any part of that portion of said Santa Rosa Island which lies east of the new channel at East Pass (consisting of two small islands), said property being under the jurisdiction of the Department of the Army. Such conveyance shall be made upon payment by said county of a sum which shall be equal to the fair value of the property conveyed, based upon the highest and best use of the property at the time it is offered for sale without regard to its former character or use, as determined by the Secretary, less such portion of the price originally paid by said county for said island, prior to its conveyance to the United States, as the Secretary shall determine to be fair and equitable."

The amendment was agreed to.

The next amendment was, on page 3, line 17, after the word "Dick", to insert "the fence erected at the westerly limit to be maintained by Okaloosa County and the fence erected around radar site 'Dick' to be maintained by the Department of the Army."

The amendment was agreed to.

The next amendment was, on page 4, line 4, after the words "Secretary of", to strike out "War" and insert "the Army"; and in line 9, after the words "Secretary of", to strike out "or" and insert "the Army."

The amendment was agreed to.

The amendments were ordered to be engrossed and the bill to be read a third time.

The bill was read the third time and passed.

The title was amended so as to read: "An act to authorize the Secretary of the Army to sell and convey to Okaloosa County, State of Florida, all the right, title, and interest of the United States in and to a portion of Santa Rosa Island, Fla., and for other purposes."

#### BILL PASSED OVER

The bill (H. R. 5882) to authorize the Secretary of the Army, the Secretary of the Navy, and the Secretary of the Air Force to donate excess and surplus property for educational purposes, was announced as next in order.

SEVERAL SENATORS. Over.

The PRESIDENT pro tempore. The bill will be passed over.

#### RANK OF ASSISTANT CHIEF OF ENGINEERS

The bill (S. 2770) to fix the rank of the Assistant to the Chief of Engineers in charge of river and harbor and flood-control improvements, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

*Be it enacted, etc.,* That the officer of the Corps of Engineers assigned to duty as Assistant to the Chief of Engineers in charge of civil works, including river and harbor and flood-control improvements, shall, while assigned to such duty, have the rank, pay, and allowances of a brigadier general: *Provided*, That this position shall not be charged against the authorized strength of general officers of the Regular Army: *Provided fur-*

*ther*, That the pay and allowances, mileage and travel allowances, of the officer holding such position shall be paid from the appropriations for the work or works upon which he is engaged.

#### AMENDMENT OF FEDERAL-AID ROAD ACT OF 1916

The bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916, was announced as next in order.

The PRESIDENT pro tempore. It there objection to the present consideration of the bill?

Mr. BALL. Mr. President, I think the bill is rather important. I do not like to object, but I should like an explanation.

Mr. COOPER. Mr. President, at this time I want to thank the distinguished chairman of the Committee on Public Works [Mr. REVERCOMB] and my colleagues on the Subcommittee on Public Lands, the distinguished Senators from New Mexico [Mr. CHAVEZ], from Florida [Mr. HOLLAND], from Utah [Mr. WATKINS], and Delaware [Mr. WILLIAMS] for the long and faithful work in developing this bill. Mr. President, the bill, H. R. 5888, as amended by the Committee on Public Works, amends the Federal-Aid Road Act of 1916, as amended, for the purpose of authorizing annual appropriations to the States for the construction of roads for the fiscal years 1950 and 1951. The principal provisions of the bill are as follows:

First, an annual appropriation of \$400,000,000 for the fiscal years 1950 and 1951 is authorized. No change is made in the formula for apportioning the shares of the States, nor in the distribution of the amount allocated to each State for use on the three types of systems, the Federal-aid primary system, the secondary system, and the urban system. The bill takes note of present-day needs in road building, and chiefly because of the leadership of the chairman of the Committee on Public Works, the distinguished Senator from West Virginia [Mr. REVERCOMB] we have provided that if a State chooses to use any part of its allocation for the primary system, or the interstate system, a network of some 38,000 miles which has been designated by the Federal and State road departments as most important to communication and defense needs, the Federal Government may pay 60 percent of the cost against 40 percent paid by the State. It is hoped that this provision may initiate the completion of a network of high-type roads.

It should be noted, however, that this provision does not require any increase in the appropriation. It is simply a division of the authorization to expedite work upon the interstate system.

A second change is the provision which permits the full application of funds which a State may not be able to match, to the construction of primary roads traversing a national forest area. This provision will assist States with large nontaxable areas, hasten road construction through national-forest areas, and assist in the development and use of their resources.

Again it must be noted that this change requires no increase in the total amount of authorization.

Third, the Commissioner is directed to inform the Congress by April 1, 1949, of the condition of what is known as the strategic network of highways in this country, upon the theory that those roads which are necessary for national defense should have their condition made known to the Congress.

The House bill has been amended with respect to other appropriations. The \$25,000,000 authorized by the House for the construction of forest highways is reduced to \$20,000,000 and the \$12,500,000 for the construction of development trails within the forests, is increased to \$20,000,000. The amount authorized for the construction of forest highways may be obligated by the Commissioner of Public Roads as funds are now obligated for the Federal highways system by agreement upon specific projects. The sum of \$12,500,000 is authorized for parkways and roads between our national parks, and \$10,000,000 for roads and trails within national parks representing increases respectively of \$2,500,000 and \$5,750,000. These amounts cannot be contractually obligated, however, by action of the Commissioner of Public Roads.

The same amount previously authorized for Indian-reservation roads, namely, \$6,000,000, is authorized.

A change in the existing law is made with respect to the allotment of funds for administrative research and investigational expense. Heretofore 2½ percent of the funds actually appropriated could be used for administrative expenses. By reason of the fact a long period of time is required to use the funds on specific projects, and because of increases in salaries, and other administrative expenses, we have increased the percentage of funds that may be used for administrative expense from 2½ to 3¾ percent.

The PRESIDENT pro tempore. Without objection, the Senator from Kentucky will be permitted to exceed the 5-minute limit.

Mr. COOPER. I call attention to the report of the committee urging the Commission to develop standards which will expedite the building of farm-to-market roads. This was urged by the American Farm Bureau and Farm Grange. In comparing the bill agreed to by Senate Committee on Public Works with the bill passed by the House, the Senate will note these changes:

The House authorized appropriations for three fiscal years, 1950, 1951, and 1952. The Committee on Public Works makes authorization only for two fiscal years, 1950 and 1951.

Some \$300,000,000 of the \$1,500,000,000 authorized in 1944, has not yet been programmed by the States, and actual contracts are far behind. There is an inequality of progress in the programs of the various States. It was believed that it would be wise to review this program again in 2 years rather than 3 years.

Second, the bill reduces the annual authorization from \$500,000,000 to \$400,000,000. This action was taken because the facts show that the Federal Bureau of Public Roads and the States have not been able to obligate more than \$400,000,000 a year of the \$1,500,000,000 authorized in 1944 and have not actually contracted or spent over \$900,000,000 of the billion and a half dollars. It is believed that in the next 3 years \$400,000,000 will be as much as can be efficiently used.

I should like to point out, so that the Senate will know and that there may be no misunderstanding, that there is no authorization for the fiscal year 1949. There have been some inquiries on this subject. The President asked for authorizations for 1950 and 1951 only. The Commissioner of Public Roads made recommendations only for those years. The Association of State Highway Officials asked for appropriations only for those years. Following these recommendations, we did not authorize the appropriations for this fiscal year. None is needed, because there is a large volume of funds previously authorized which have not actually been programed by the States, and upon which contracts have not actually been let. This carry-over of funds from previous years will be available, and to insure that there will be no lapse in the road program of any State the Commissioner of Public Roads is authorized immediately to apportion the amount authorized for 1950, so that it may become available to the States for programing. There will be no hiatus in the program of road construction.

An amendment will be offered which will clarify the situation. This amendment was developed as the result of conferences with the Commissioner, highway officials of New Jersey, the distinguished Senator from New Jersey [Mr. SMITH], and the committee.

Mr. SMITH. Mr. President, will the Senator yield?

Mr. COOPER. I yield.

Mr. SMITH. In the method of allocating these funds the appropriation brought about a situation in several States, my own State of New Jersey, California, Texas, and the District of Columbia. If the amendment which I shall offer is not accepted, it is possible that there will be a break in the continuity of construction which those States are carrying on, because up to date they have used their full allocation and, therefore, they have no leeway.

I have asked the Senator from Kentucky if he will accept an amendment to allow the States to continue their construction during the coming year. I should like to ask the clerk to read the amendment, and I shall ask for its inclusion.

The PRESIDENT pro tempore. Let the Chair inquire whether there is objection to the consideration of the bill.

There being no objection, the Senate proceeded to consider the bill (H. R. 5888) to amend and supplement the Federal Aid Road Act approved July 11, 1916 (39 Stat. 359), as amended and sup-

plemented, to authorize appropriations for continuing the construction of highways, and for other purposes, which had been reported from the Committee on Public Works with amendments.

The amendments were on page 1, line 6, to strike out "postwar"; on line 10 to strike out "\$500,000,000" and insert "\$400,000,000"; on page 2, line 2, after "1951", to strike out "and a like sum for the fiscal year ending June 30, 1952;" in line 10, after "(58 Stat. 838)" to strike out "except that for the purposes of this act and all subsequent acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal Aid Highway Act of 1944, (1) the term 'secondary and feeder roads' and the term 'principal secondary and feeder roads', wherever used in the Federal Aid Highway Act of 1944, shall include county and township roads; and (2) in selecting county and township roads on which funds are to be expended, the State highway departments shall cooperate with township trustees and other appropriate local road officials."

On page 3, beginning in line 3, to strike out:

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized, and any amount so apportioned remaining unexpended at the end of such period shall elapse: *Provided*, That such funds shall be deemed to have been expended if covered by formal agreement with the Commissioner of Public Roads for the improvement of a specific project as provided by this act.

And insert:

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for one fiscal year after the close of the fiscal year for which such sums are authorized, and any sums apportioned to any State under section 4 of the Federal-Aid Highway Act of 1944, approved December 20, 1944, shall be available for expenditure in that State for three fiscal years after the close of the fiscal year for which such sums are authorized and any amount so apportioned remaining unexpended at the end of such period shall lapse: *Provided*, That such funds for any fiscal year shall be deemed to have been expended if a sum equal to the total of the sums apportioned to the State for such fiscal year is covered by formal agreements with the Commissioner of Public Roads for the improvement of specific projects as provided by this act.

On page 4, beginning in line 3, to strike out:

SEC. 2. For the purpose of carrying out the provisions of section 23 of the Federal Aid Highway Act of 1921 (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated the sum of \$25,000,000 for forest highways for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952; and there is hereby authorized to be appropriated the sum of \$12,500,000 for forest development roads and trails for the fiscal year ending June 30, 1950, a like sum for the fiscal year ending June 30, 1951, and a like sum for the fiscal year ending June 30, 1952, subject to the proviso in section

9 of the Federal Aid Highway Act of 1944 respecting the apportionment for forest highways in Alaska.

And insert:

SEC. 2. (a) Following the approval of this act, when funds heretofore, herein, or hereafter made available for expenditure in accordance with the provisions of the Federal Highway Act, as amended and supplemented, on the Federal-aid highway system or on the Federal-aid highway system in urban areas are expended for any project on the National System of Interstate Highways, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944, the Federal share payable on account of any such project may be 60 percent of the cost thereof plus a percentage of the remainder of such cost as now authorized by section 5 (a) of the Federal-Aid Highway Act of 1944.

(b) The Commissioner of Public Roads is hereby directed to cooperate with the State highway departments in a study of the status of improvement of the national system of interstate highways, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944; to invite the cooperation and suggestions of the Secretary of Defense and the National Security Resources Board as to their indicated or potential needs for improved highways for the national defense; and to supplement, not later than April 1, 1949, the report dated February 1, 1941, entitled "Highways for the National Defense" (77th Cong., 1st sess.), to reflect current conditions and deficiencies.

SEC. 3. (a) For the purpose of carrying out the provisions of section 23 of the Federal Highway Act (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated (1) for forest highways the sum of \$20,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951, subject to the provision of section 9 of the Federal-Aid Highway Act of 1944 respecting the apportionment for forest highways in Alaska; and (2) for forest development roads and trails the sum of \$20,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951: *Provided*, That immediately upon the passage of this act the appropriation herein authorized for forest highways for the fiscal year ending June 30, 1950, shall be apportioned by the Federal Works Administrator for expenditure in the several States, Alaska, and Puerto Rico, according to the area and value of the land owned by the Government within the national forests therein which the Secretary of Agriculture is hereby directed to determine and certify to him from such information, sources, and departments as the Secretary of Agriculture may deem most accurate, and hereafter, on or before January 1 next preceding the commencement of each succeeding fiscal year the Federal Works Administrator shall make like apportionment of the appropriation authorized for such fiscal year: *Provided further*, That the Commissioner of Public Roads may incur obligations, approve projects, and enter into contracts under the apportionment of such authorizations, and his action in so doing shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof: *Provided further*, That the appropriations made pursuant to authorizations heretofore, herein, and hereafter enacted for forest highways shall be considered available to the Commissioner of Public Roads for the purpose of discharging the obligations created hereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: *Provided further*, That appropriations for forest highways shall be administered in conformity with regula-

tions jointly approved by the Federal Works Administrator and the Secretary of Agriculture: *Provided further*, That the Commissioner of Public Roads shall transfer to the Chief of the Forest Service from appropriations for forest highways such amounts as may be needed to cover necessary administrative expenses of the Forest Service in connection with the forest-highway program: *And provided further*, That if, as to any State wherein such forest highways are located, it is not found feasible to expend all of the funds apportioned under section 1 of this act for the purposes for which such funds were so apportioned, the Commissioner of Public Roads in his discretion, and upon application in writing by the State highway department of such State, may agree with such State to pay, from the funds apportioned under section 1 of this act to such State and within the time such funds are available for expenditure, any or all of the funds which are not covered by formal agreements with the Commissioner of Public Roads for the improvements of specific projects as provided by this act, for payment up to the full cost of the construction of such forest highways across national forest lands within such State.

(b) The authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948, is hereby canceled.

(c) Hereafter, construction work on forest-development roads and trails, pursuant to the provisions of section 23 of the Federal Highway Act of November 9, 1921, as amended and supplemented, estimated to cost \$10,000 or more per mile, exclusive of bridges, shall be advertised and let to contract. If such estimated cost is less than \$10,000 per mile, or if, after proper advertising, no acceptable bid is received, or the bids are deemed excessive, the work may be done by the Secretary of Agriculture on his own account.

On page 8, line 16, to strike out "3" and insert "4"; in line 24, to strike out "\$4,250,000" and insert "\$10,000,000"; in line 25, after the figures "1950", insert "and";

On page 9, lines 1 and 2, strike out "and a like sum for the fiscal year ending June 30, 1952"; in line 9, to strike out "\$10,000,000" and insert "\$12,500,000"; in line 10, after "1950", to insert "and"; in line 11, after "1951" to strike out "and a like sum for the fiscal year ending June 30, 1952"; in line 19, after "1950", insert "and";

On page 10, line 1, to strike out "4" and insert "5";

On the same page, after line 4, to add a new section as follows:

SEC. 6. The first paragraph of section 21 of the Federal Highway Act, approved November 9, 1921 (23 U. S. C. 21), is hereby amended to read as follows:

"That so much, not to exceed 3¼ percent, of all moneys appropriated or authorized to be appropriated for expenditure under the provisions of this act, as the Federal Works Administrator may deem necessary for administering the provisions of this act and for carrying on necessary highway research and investigational studies independently or in cooperation with the State highway departments and other research agencies, and for publishing the results thereof, shall be deducted therefrom for such purposes when the apportionment is made and the amount so deducted shall be available until expended from appropriations made under the provisions of this act: *Provided*, That should the apportionment of the amounts authorized for the third postwar fiscal year be made in accordance with section 4 of the Federal-Aid Highway Act of 1944 before the approval of this act, a revised apportionment may be made and the increased amount authorized by this section deducted for administration, research, and investigational studies."

And on page 11, line 1, to strike out "5" and insert "7."

The amendments were agreed to.

The PRESIDENT pro tempore. The Senator from New Jersey [Mr. SMITH] offers an amendment which the clerk will state:

The CHIEF CLERK. On page 3, line 2, after "1944," it is proposed to add a colon and to insert the following proviso: "*Provided*, That the authorization for the fiscal year 1950 shall be apportioned among the States as soon as practicable after July 1, 1948, but not later than September 1, 1948."

The amendment was agreed to.

The amendments were ordered to be engrossed and the bill to be read the third time.

The bill was read the third time and passed.

#### ~~DEVELOPMENT OF CIVIL TRANSPORT AIRCRAFT~~

The bill (S. 2644) to provide for the development of civil transport aircraft adaptable for auxiliary military services, and for other purposes, was announced as next in order.

Mr. WILLIAMS. I ask that the bill be passed over.

Mr. BREWSTER. Mr. President, if the Senator from Delaware will withhold his objection for a moment, I should like to explain the bill so that it may be clear. Next to the legislation providing for a 70-group air force, this is perhaps the most important measure recommended by the Joint Congressional Aviation Policy Board, as it is entirely fundamental to the future of our air transport and our commercial development. While the bombing raids were the most spectacular feature of air operations during the last war, it is very true that the most significant development was the use of air for transportation both of cargo and personnel. I believe approximately 15,000 DC-3's and approximately 5,000 DC-4's served, both of which types were developed by private enterprise. Several of the aircraft companies and air lines, seeking in the good old-fashioned American way to carry on, have undertaken the development of new types and have literally lost their shirts. It cost between \$25,000,000 and \$40,000,000 for the development of a prototype, and after investing such sums they lost practically everything they had.

So it was considered by the Joint Congressional Policy Board and the President's Board, and by all Government agencies concerned, both military and civilian, that in the future we can no longer rely upon private enterprise for this development. So they recommended this method of meeting this problem.

I may say that in the revolutionary development of jet transport, the British have now developed an eight-engine jet transport which is 2 years along in development. We have no comparable plane, and will be at a very serious disadvantage, both for military and civilian use, in the not distant future.

It is absolutely imperative for the normal development of our air progress, both for military transport of cargo and personnel and for commercial development, that this authorization be made before the end of this session, in order that the

matter may be studied, and we may not lose further time in this development. This bill has the support of everyone concerned in the Senate and in the House, in the Government agencies, and in all private agencies.

The PRESIDENT pro tempore. Is there objection to the present consideration of the bill?

Mr. WILLIAMS. Mr. President, I have already explained to the Senator from Maine that I was going to ask that this bill go over today in order that I might have an opportunity to study it.

The PRESIDENT pro tempore. The bill will be passed over.

#### POWERS OF CIVIL AERONAUTICS ADMINISTRATOR

The bill (S. 2466) to amend the Civil Aeronautics Act of 1938, as amended, by redefining certain powers of the Administrator, and for other purposes, was announced as next in order.

Mr. BARKLEY. Over.

Mr. BREWSTER. Mr. President, I should like to say a word regarding this bill also. It merely provides for the evolution of our air waves activity in recognition of radar and other aids. Formerly there was simply an airport, and we needed little besides, but now we must have air waves, we must have radar facilities, and it is essential that authority shall exist in the Civil Aeronautics Administration for the development both in regard to the civil airways and also for our defense against overseas approach.

The PRESIDENT pro tempore. Is there objection to the present consideration of the bill?

Mr. BARKLEY. Mr. President, at the request of a Senator who has not had an opportunity to look into the bill, I ask to have it go over in order that he may do so.

The PRESIDENT pro tempore. The bill will be passed over.

#### PAY AND ALLOWANCES FOR PENSIONERS

The bill (S. 2670) to amend section 10 of the act of August 2, 1946, relating to the receipt of pay, allowances, travel, or other expenses while drawing a pension, disability allowance, disability compensation, or retired pay, and for other purposes, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

*Be it enacted, etc.*, That section 10 of the act approved August 2, 1946 (60 Stat. 854), is hereby amended to read as follows:

"No member of the Naval Reserve or Marine Corps Reserve on active duty or on active duty for training shall be entitled to draw any pension, disability allowance, disability compensation, retainer pay, or retirement pay from the Government of the United States, by virtue of prior military and naval service, while receiving any pay, allowances, travel, or other expenses for periods of active duty or active duty for training: *Provided*, That nothing contained in this section shall be construed as prohibiting the enlistment or appointment in the Naval Reserve or Marine Corps Reserve of any person who may be drawing such pension, disability allowance, or disability compensation: *Provided further*, That personnel mentioned in this section who perform active duty or active duty for training shall, for the periods of such duty, be entitled to receive either (1) the compensation for such duty, including any travel or other expenses incident thereto, or (2) the





## CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE  
Division of Legislative Reports  
(For Department staff only)

Issued June 14, 1948  
For actions of June 11 & 12, 1948  
80th-2nd, Nos. 106 & 107

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**HIGHLIGHTS:** House received conference report on agricultural appropriation bill. House debated and passed price-support bill. House passed displaced-persons bill. Road-authorizations bill sent to conference. Senate passed farm-labor supply bill. Senate passed omnibus flood-control bill. Senate authorized Agriculture Committee to investigate foot-and-mouth disease. Senate received veto message on bill authorizing rate agreements between carriers. Senate committee reported corporations and Interior appropriation bills.

## HOUSE - June 11

1. **AGRICULTURAL APPROPRIATION BILL.** Received the conference report on this bill, H. R. 5883 (pp. 8071-4). Attached to this Digest is a summary of actions by the conferees.
2. **PRICE SUPPORTS.** Began debate on H. R. 6248, to provide for continuation of price supports on farm products (pp. 8074-86).
3. **DISPLACED PERSONS.** Passed, 289-91, with amendments S. 2242, to provide for entry of displaced persons into the U. S., with provision that part of these persons be farm workers (pp. 8040-69).
4. **DISASTER RELIEF.** Rep. Angell, Oreg., spoke in favor of relief in connection with the Columbia River floods and inserted a "partial list of acts providing Federal aid in disasters" (pp. 8045-8).
5. **APPROPRIATIONS.** Received the conference report on H. R. 5524, the Army Department civil functions appropriation bill (pp. 8069-70).  
Received the conference report on H. R. 6430, the D. C. appropriation bill (pp. 8081-2).

6. PERSONNEL. The Post Office and Civil Service Committee reported without amendment H. R. 6641, to amend the Civil Service Retirement Act to provide annuities for certain surviving spouses of annuitants retired before Apr. 1, 1948 (H. Rept. 2309)(p. 8099).  
Rep. Rogers, Mass., inserted the Supreme Court's decision regarding the Veterans' Preference Act (pp. 8036-9).  
Rep. Lyle, Tex., spoke in favor of a pay raise for Federal employees (p. 8040).
7. ROAD AUTHORIZATIONS. Reps. Dondero, Cunningham, McGregor, Beall, Whittington, Elliott, and Fallon, and Sens. Revercomb, Cooper, and Chavez were appointed conferees on H. R. 5888, to authorize additional road appropriations, including appropriations for forest highways and forest development roads and trails (pp. 8027, 8070).
8. HOUSING. Rep. Blatnik, Minn., spoke in support of the T-E-W housing bill, S. 866 (pp. 8035-6).
9. SOCIAL SECURITY. Rep. Eberharter, Pa., inserted an analysis of H. R. 6879, which broadens the Social Security Act and includes a provision making employees of certain FCA agencies subject to the Act (pp. 8086-8).
10. RECLAMATION. House conferees were appointed on H. R. 5416, to promote the interests of the Fort Hall Indian irrigation project, Idaho (p. 8074).
11. TRAVEL. H. R. 6136 (see Digest 101) amends the act of 1940, to encourage travel in the U. S., so as to establish a "United States Travel Bureau" as a separate Interior Department agency and to remove the \$100,000 limit in the appropriation authorization.
12. FARM PROGRAM. Rep. Gross, Pa., criticized price-support administration, payments to farmers, and a cook book on low-cost foods (June 8; p. 7549).

#### SENATE - June 11

13. FORESTS. The Interior and Insular Affairs Committee reported without amendment H. R. 2867, to permit, subject to certain conditions, mining locations under the U. S. mining laws in part of the Harney National Forest (S. Rept. 1597) (p. 7967).
14. SEN. CAPPER. Sen. Wherry, Nebr., inserted an article by Gould Lincoln commending Chairman Capper of the Senate Agriculture and Forestry Committee (p. 7966).
15. FOREIGN RELATIONS. Agreed, 64-4, to S. Res. 239, reaffirming U. S. policy to achieve international peace and security through U. N. (pp. 7970-8026).
16. RECLAMATION. Senate conferees were appointed on H. R. 5416 (see item 10 above) (p. 8027).
17. TRADE AGREEMENTS. Sen. Myers, Pa., inserted a Pittsburgh C of C statement favoring continuation of the trade-agreements program (p. 8028).

#### BILLS INTRODUCED - June 11

18. CIVIL SERVICE RETIREMENT. H. R. 6885, 6886, and 6887, by Rep. Stevenson, Wis., to amend the Retirement Act; to Post Office and Civil Service Committee (p. 8100).

## MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Swanson, one of its reading clerks, announced that the House had passed, without amendment, the bill (S. 1747) to authorize credit in certain accounts of United States property and disbursing officers under the War Department, and for other purposes.

The message also announced that the House had agreed to the amendments of the Senate to the bill (H. R. 2721) to amend the act of March 10, 1934, entitled "An act to promote the conservation of wildlife, fish, and game, and for other purposes," as amended by the act approved August 14, 1946.

The message further announced that the House had severally agreed to the amendment of the Senate to each of the following bills of the House:

H. R. 3260. An act for the relief of Clarence S. Osika;

H. R. 3500. An act for the relief of Lester L. Elder and Mrs. Esther E. Elder; and

H. R. 6252. An act to authorize the issuance of a land patent to certain public lands, situated in the county of Kauai, T. H., for school purposes.

The message also announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 1675) to authorize the Secretary of the Navy to proceed with the construction of certain public works, and for other purposes.

The message further announced that the House had disagreed to the amendment of the Senate to the bill (H. R. 5416) to promote the interests of the Fort Hall Indian irrigation project, Idaho, and for other purposes; asked a conference with the Senate on the disagreeing votes of the two Houses thereon, and that Mr. WELCH, Mr. D'EWART, Mr. SANBORN, Mr. MURDOCK, and Mr. PETERSON were appointed managers on the part of the House at the conference.

The message also announced that the House had disagreed to the amendments of the Senate to the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes; asked a conference with the Senate on the disagreeing votes of the two Houses thereon, and that Mr. DONDERO, Mr. CUNNINGHAM, Mr. MCGREGOR, Mr. BEALL, Mr. WHITTINGTON, Mr. ELLIOTT, and Mr. FALLON were appointed managers on the part of the House at the conference.

## ENROLLED BILLS SIGNED

The message further announced that the Speaker had affixed his signature to the following enrolled bills, and they were signed by the President pro tempore:

S. 295. An act to further amend the thirteenth paragraph of section 127a of the National Defense Act, as amended;

S. 612. An act to amend section 35 of chapter III of the act of June 19, 1934, entitled "An act to regulate the business of life insurance in the District of Columbia," as amend-

ed, and to repeal section 36 of said chapter III of said act, as amended, so as to permit certain additional investments;

S. 1082. An act to credit certain service performed by employees of the postal service who are transferred from one position to another within the service for purposes of determining eligibility for promotion;

S. 1266. An act to amend section 1064 of the act entitled "An act to establish a Code of Law for the District of Columbia," approved March 3, 1901, relating to admissibility of testimony by a party to a transaction when the other party is incapable of testifying;

S. 1281. An act for the relief of James B. Walsh;

S. 1302. An act to aid the associations, groups, organizations, and institutions encouraging participation of the youth of the country in athletic and sports programs by making surplus athletic equipment available to such associations, groups, organizations, and institutions, and for other purposes;

S. 1442. An act to amend sections 235 and 327 of the Code of Laws for the District of Columbia; and

S. 2040. An act for the relief of the owners of certain properties abutting Eastern Avenue in the District of Columbia.

## ENROLLED BILLS PRESENTED

The Secretary of the Senate reported that on today, June 11, 1948, he presented to the President of the United States the following enrolled bills:

S. 1037. An act to authorize the revision of the boundaries of the Caribou National Forest in the State of Idaho;

S. 1090. An act to safeguard and consolidate certain areas of exceptional public value within the Superior National Forest, State of Minnesota, and for other purposes;

S. 1214. An act to amend the act entitled "An act to provide for the training of officers for the naval service, and for other purposes," approved August 13, 1946, as amended;

S. 1249. An act authorizing additional research and investigation into problems and methods relating to the eradication of cattle grubs, and for other purposes;

S. 1520. An act to amend section 3 of the act of August 24, 1912 (37 Stat. 554), as amended, so as to provide reimbursement to the Post Office Department by the Navy Department for shortages in postal accounts occurring while commissioned officers of the Navy and Marine Corps are designated custodians of postal effects;

S. 1871. An act to restore certain lands to the town site of Wadsworth, Nev.;

S. 1987. An act to authorize the Secretary of the Interior to construct the Preston Bench project, Idaho, in accordance with the Federal reclamation laws;

S. 2137. An act to provide for the protection of potato and tomato production from the golden nematode, and for other purposes;

S. 2201. An act supplementing the act entitled "An act authorizing the State of Maryland, by and through its State roads commission or the successors of said commission, to construct, maintain, and operate certain bridges across streams, rivers, and navigable waters which are wholly or partly within the State", approved April 7, 1938; and

S. 2215. An act to amend the Public Health Service Act to support research and training in diseases of the heart and circulation, and to aid the States in the development of community programs for the control of these diseases, and for other purposes.

## FORT HALL INDIAN IRRIGATION PROJECT, IDAHO

The PRESIDING OFFICER laid before the Senate a message from the House of Representatives announcing its disagreement to the amendment of the

Senate to the bill (H. R. 5416) to promote the interests of the Fort Hall Indian irrigation project, Idaho, and for other purposes, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. BUTLER. I move that the Senate insist upon its amendment, agree to the request of the House for a conference, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. WATKINS, Mr. DWORSHAK, and Mr. O'MAHONEY conferees on the part of the Senate.

## AMENDMENT OF FEDERAL-AID ROAD ACT

The PRESIDING OFFICER laid before the Senate a message from the House of Representatives announcing its disagreement to the amendments of the Senate to the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. REVERCOMB. I move that the Senate insist upon its amendments, agree to the request of the House for a conference, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. REVERCOMB, Mr. COOPER, and Mr. CHAVEZ conferees on the part of the Senate.

## EXTENSION OF RECIPROCAL TRADE AGREEMENTS ACT

Mr. WHERRY. Mr. President, I ask unanimous consent that the Senate now proceed to the consideration of Calendar No. 1607, House bill 6556, an act to extend the authority of the President under section 350 of the Tariff Act of 1930, as amended, and for other purposes. This is the Reprical Trade Agreements Act. The intention is to make it the unfinished business.

The PRESIDING OFFICER. Is there objection?

There being no objection, the Senate proceeded to consider the bill (H. R. 6556) to extend the authority of the President under section 350 of the Tariff Act of 1930, as amended, and for other purposes, which had been reported from the Committee on Finance with an amendment.

## ORDER FOR CALL OF THE CALENDAR

Mr. WHERRY. Mr. President, I now ask unanimous consent that when the Senate convenes tomorrow, Saturday, the 12th instant, the unfinished business, House bill 6556, relating to the extension of the Reprical Trade Agreements Act, be temporarily laid aside, and that the Senate proceed to consider the measures on the calendar to which there is no objection, beginning with Calendar No. 1579. For the information of Senators, I will state that is the calendar number to which objection was made, which objection stopped the call of the calendar yesterday. I further ask unanimous consent that it shall not be in order to consider any measure preceding that bill on

the calendar or having a lower calendar number.

The PRESIDING OFFICER. Is there objection to the unanimous-consent request? The Chair hears none, and it is so ordered.

#### CONVEYANCE OF TEMPORARY HOUSING TO EDUCATIONAL AND OTHER INSTITUTIONS

Mr. MYERS. Mr. President, I ask unanimous consent to have printed in the RECORD a resolution adopted by the Philadelphia Housing Authority recommending passage of the McGregor bill.

There being no objection, the resolution was ordered to be printed in the RECORD, as follows:

##### Resolution 2768

Resolution recommending passage of the McGregor bill (H. R. 5710).

*Resolved*, That the Philadelphia Housing Authority recommends the passage by the Congress of the United States, of the McGregor bill (H. R. 5710), under the provisions of which bill the Lanham Act would be amended so as to authorize the Public Housing Commissioner, upon application therefor, to convey to any educational institution, State or political subdivision thereof, local public agency, or nonprofit organization, all right, title, and interest of the United States in any temporary housing constructed under the Lanham Act; and be it further

*Resolved*, That copies of this resolution be forwarded to United States Senators FRANCIS J. MYERS and EDWARD MARTIN, and the following Congressmen from Philadelphia: JAMES GALLAGHER, ROBERT N. McGARVEY, HARDIE SCOTT, FRANKLIN J. MALONEY, GEORGE W. SARBACHER, JR., and HUGH D. SCOTT, JR.

#### THE RECOGNITION OF THE REPUBLIC OF ISRAEL

Mr. MYERS. Mr. President, I ask unanimous consent to have printed in the RECORD a resolution unanimously adopted by 600 members of the United Jewish Community of Harrisburg, Pa.

There being no objection, the resolution was ordered to be printed in the RECORD, as follows:

##### RESOLUTION ADOPTED AT MASS MEETING OF THE UNITED JEWISH COMMUNITY, OF HARRISBURG, PA., WEDNESDAY, MAY 26, 1948

Whereas after 19 centuries of national homelessness, the Jewish people of Palestine has proclaimed and established the independent state of Israel; and

Whereas the Republic of Israel was created on the basis of a decision of the General Assembly of the United Nations, which on November 29, 1947, called for the partition of Palestine into separate Jewish and Arab states; and

Whereas the Jewish displaced persons, still languishing in the camps of Europe, at long last will be enabled to emigrate to the new Jewish state and there rebuild their lives in a progressive and democratic community; and

Whereas the United States, the Soviet Union, the Union of South Africa, and other nations already have given official recognition to the Republic of Israel; and

Whereas the new-born Republic of Israel is now engaged in a critical struggle for survival, since it ruthlessly has been invaded and attacked by the armies of neighboring Arab states, who are bent upon the destruction of the Jewish state; and

Whereas the Jews of Israel are imbued with the highest ideals of democracy and are animated by the same high principles which guide Americans in their devotion to freedom and human rights: Therefore be it

*Resolved*, That we, the United Jewish Community of Harrisburg, Pa., extend our congratulations and heartfelt gratitude to the President of the United States for his immediate recognition of Israel and that we look forward to the early exchange of diplomatic representatives between the two countries; be it further

*Resolved*, That we respectfully call upon the President to translate our country's recognition of Israel into the practical and logical steps which the present situation demands, and that the United States immediately revise its arms embargo so that the embattled Jews of Israel may be given the opportunity to defend their lives—and their newly gained independence—against Arab aggression; be it further

*Resolved*, That the United States withhold further financial assistance from Great Britain as long as that government persists in providing monetary subsidies, military equipment and personnel to the Arab Legion and the other Arab forces now attacking Israel, and further persists in preventing Jewish immigration and flow of supplies to the Jews and generally impeding the peaceful establishment and development of the State of Israel; be it finally

*Resolved*, That copies of this resolution be sent to the President of the United States, the Secretary of State, and the United States delegation to the United Nations, United States Senators FRANCIS J. MYERS and EDWARD MARTIN, and to Representative JOHN C. KUNKEL.

#### EXTENSION OF RECIPROCAL TRADE AGREEMENTS ACT

Mr. MYERS. Mr. President, I ask unanimous consent to have printed in the RECORD a statement by the Chamber of Commerce of the city of Pittsburgh, in support of renewal of the Reciprocal Trade Agreements Act.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

##### STATEMENT OF THE CHAMBER OF COMMERCE OF PITTSBURGH, PA., IN SUPPORT OF RENEWAL OF TRADE AGREEMENTS ACT

Mr. Chairman and gentlemen of the Finance Committee of the United States Senate, the Chamber of Commerce of Pittsburgh comprises in its membership manufacturers, merchants, exporters and importers, rail, sea, and air transportation interests, bankers, insurance underwriters, and others concerned in the promotion and expansion of the Nation's foreign and domestic commerce. In 1926 the chamber board of directors recognized the need for and established its present world trade council, the sole duty of which is to promote an interest in international trade and to serve as an advisory group for those engaged in the international exchange of goods and services.

Recommendations by the legislative committee for the world trade council to the chamber board of directors resulted in this organization going on record favoring a 3-year extension of the Reciprocal Trade Agreements Act as written. We favor the principle of expanding world markets through reciprocal reductions in trade barriers achieved under the Trade Agreements Act of 1934 and the subsequent amendments which have been of great benefit to the economy of this country.

Such statistical and other evidence as is available indicates that the trade agreements were a definite influence in increasing both the export and import trade of this Nation. United States foreign-trade statistics show that exports from the United States to trade-agreement countries increased from 1934-35 to 1938-39 by 62.8 percent as compared with 31.7 percent for nonagreement countries, while imports during the same period from trade-agreement countries increased by 21.6

percent as against 12.5 percent for nonagreement countries. The increase of both exports to and imports from the trade-agreement countries was approximately double that for nonagreement countries.

The dire need of many foreign countries for United States economic assistance is being met in considerable part by the foreign-aids program recently adopted by this country. These countries depend primarily on the exports of their own goods and services to provide them with the necessary exchange with which to buy needed capital goods, raw materials, and foodstuffs from abroad. Their ability to export the volume of goods and services necessary to enable them to meet their requirements from abroad will to a large extent depend upon whether tariff rates and other trade barriers can be reduced to the level which will permit the required volume of exports. The amount of economic assistance which the United States will have to furnish to countries participating in the aid programs of this country will in turn depend upon the extent to which such countries can meet their own requirements for foreign products by increasing their sales abroad. It is, therefore, vitally important to the United States that its reciprocal-trade program be vigorously applied so as to help reduce the barriers to the expanding volume of exports which the economics of the aid-receiving countries so urgently require.

Such expansion in the exports of the aid-receiving countries is also necessary if these countries are to repay the United States for the loans and credits which it has extended to them in the past and contemplates extending to them under the aid programs. In order to make sure that it will be able to keep to a minimum the aid which it will have to provide in the form of grants and to obtain payment for that which is supplied in the form of loans and credits, the United States should reduce its own tariff rates to the minimum required for protection of efficient American producers.

After the present transition period during which countries participating in these agreements and in the foreign aid programs of the United States are helped back to a condition of economic health, foreign demand for the excess production of the United States, particularly its capital goods, may be expected to decline. When that time arrives, the United States will have need for every device which may be useful in enabling this country to hold and enlarge its foreign markets. The reciprocal-trade agreements should then be very useful in helping the United States not only to retain as much as possible of its foreign markets for capital goods but to develop and expand outlets abroad for other American products, both of industry and agriculture.

The chamber of commerce of Pittsburgh, therefore, strongly urges the renewal of the Trade Agreements Act substantially in its present form for a further period of 3 years. Respectfully submitted.

J. K. B. HARE,  
President.

JUNE 1, 1948.

#### TREATY OF EXTRADITION BETWEEN UNITED STATES AND UNION OF SOUTH AFRICA—REMOVAL OF INJUNCTION OF SECRECY

The PRESIDING OFFICER (Mr. STENNIS in the chair). As in executive session, the Chair lays before the Senate a message from the President of the United States, transmitting Executive K, Eightieth Congress, second session, a treaty of extradition between the United States of America and the Union of South Africa, signed at Washington on December 18, 1947. Without objection, the injunction of secrecy will be removed from the treaty, and the President's mes-

Mr. Coudert for, with Mr. Fisher against.  
Mr. Hender for, with Mr. Cox against.  
Mr. O'Toole for, with Mr. Vail against.  
Mr. Dolliver for, with Mr. Clippinger against.

#### General pairs until further notice:

Mrs. St. George with Mr. Lane.  
Mr. Allen of Illinois with Mr. Buckley.  
Mr. Halleck with Mr. Miller of California.  
Mr. Keefe with Mr. Kefauver.  
Mr. McMahon with Mr. Richards.  
Mr. Macy with Mr. Courtney.  
Mr. Coffin with Mr. Harris.  
Mr. Ploeser with Mr. West.  
Mrs. Smith of Maine with Mrs. Lusk.  
Mr. Thomas of New Jersey with Mr. Johnson of Oklahoma.  
Mr. Wadsworth with Mr. Johnson of Texas.  
Mr. Miller of Nebraska with Mr. Ludlow.

Mr. KUNKEL changed his vote, from "no" to "aye."

The result of the vote was announced as above recorded.

The SPEAKER. Pursuant to the rule, House Resolution 637, the Clerk will report the bill (S. 2242) to authorize for a limited period of time the admission into the United States of certain European displaced persons for permanent residence, and for other purposes.

The Clerk read the title of the bill.

Mr. FELLOWS. Mr. Speaker, pursuant to the rule, I offer the following motion.

The Clerk read as follows:

Mr. FELLOWS moves to strike out all after the enacting clause of the bill S. 2242 and insert in lieu thereof the provisions contained in the bill H. R. 6396.

The motion was agreed to.

The SPEAKER. Without objection, the proceedings by which the House bill was passed will be reconsidered and laid on the table.

There was no objection.

#### GENERAL LEAVE TO EXTEND

Mr. FELLOWS. Mr. Speaker, I ask unanimous consent that all Members may have five legislative days within which to extend their remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Maine?

There was no objection.

#### WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1949

Mr. ENGEL of Michigan. Mr. Speaker, I ask unanimous consent that the conferees on the bill (H. R. 5524) making appropriations for civil functions administered by the Department of the Army for the fiscal year ending June 30, 1949, and for other purposes, may have until midnight tonight to file a conference report and statement.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

The conference report and statement follow:

#### CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5524) making appropriations for civil functions administered by the Department of the

Army, for the fiscal year ending June 30, 1949, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 9, and 13.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 3, 10, 11, 12, and 14, and agree to the same.

Amendment numbered 4: That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment as follows: In lieu of the sum proposed by said amendment insert the following: "\$166,989,100"; and the Senate agree to the same.

Amendment numbered 5: That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment as follows: In lieu of the matter proposed by said amendment insert the following: "Provided further, That from this appropriation not to exceed \$1,000,000 shall be available for transfer to the Secretary of the Interior for expenditure for the purposes of and in accordance with the provisions of the Act of August 8, 1946 (60 Stat. 932), and the Act of August 14, 1946 (60 Stat. 1080)"; and the Senate agree to the same.

Amendment numbered 6: That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment as follows: In lieu of the sum proposed by said amendment insert the following: "\$339,491,100"; and the Senate agree to the same.

Amendment numbered 8: That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment as follows: In lieu of the sum proposed by said amendment insert the following: "\$61,000,000"; and the Senate agree to the same.

The committee of conference report in disagreement amendment numbered 7.

ALBERT J. ENGEL,  
FRANCIS CASE,  
HARVE TEBBOTT,  
ERRETT P. SCRIVNER,  
JOHN H. KEER,  
GEORGE MAHON,  
W. F. NORRELL,

Managers on the Part of the House.

CHAN GURNEY,  
CLYDE M. REED,  
HOMER FERGUSON,  
CHAPMAN REVERCOMB,  
ELMER THOMAS,  
CARL HAYDEN,  
RICHARD B. RUSSELL,

Managers on the Part of the Senate.

#### STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5524) making appropriations for civil functions administered by the Department of the Army for the fiscal year ending June 30, 1949, and for other purposes, submit the following report in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

Amendment No. 1 relates to the establishment of national cemeteries on military, naval, or Territorial lands to be transferred or otherwise made available for this purpose at Punch Bowl Crater, T. H., and Bayamon Naval Gunnery Range, P. R., and provides language granting authority for the establishment of such cemeteries at the locations named as proposed by the Senate. The House bill carried funds for the establishment of these cemeteries.

Amendment No. 2 strikes out the words "remain available until expended" as proposed by the Senate.

Amendment No. 8 provides that not to exceed \$16,000 may be used to pay expenses of Corps of Engineers representatives to attend three international engineering conferences as proposed by the Senate.

Amendment No. 4 appropriates \$166,989,100 for river and harbor projects instead of \$151,831,300 as proposed by the House and \$195,084,400 as proposed by the Senate.

In connection with this item, it is understood and agreed that the amounts allocated to planning on the following project shall be:

Alabama-Coosa Rivers, Ga. and	
Ala -----	\$290,000
Arkansas River, Ark. and Okla.-----	500,000
Buford Dam, Ga.-----	400,000
Calumet-Sag Channel, Ill.-----	200,000

Included in the amount herein approved is an amount of \$50,000 for oil-pollution control, Norfolk Harbor, Va.

Amendment No. 5 relates to funds carried in the bill available for transfer to the Department of the Interior for the protection of anadromous fishes, accepts the Senate language with an amendment that "not to exceed" \$1,000,000 shall be available for such transfer as proposed by the House instead of \$1,490,000 as proposed by the Senate.

Amendment No. 6 appropriates \$339,491,100 for flood-control projects instead of \$321,282,000 as proposed by the House and \$371,656,800 as proposed by the Senate.

In connection with this item, the following amounts are allocated for planning: Whittier Narrows Reservoir, Calif., \$50,000; Farmington Reservoir, Calif., \$45,000; Lucky Peak Reservoir, Idaho, \$90,000; Gavins Point Reservoir, S. Dak. and Nebr., \$250,000; Eufaula Reservoir, Okla., \$400,000; Bear Creek Reservoir, Pa., \$200,000; West Fork Reservoir, W. Va., \$60,000.

No funds from this item are to be used for planning purposes on the following projects: Toronto Reservoir, Kans.; Tuttle Creek Reservoir, Kans.; Boswell Reservoir, Okla.; Hugo Reservoir, Okla.; Pudding River, Oreg.; or Gathright and Falling Springs Reservoir, Va. No part of the \$268,000 earmarked for Jonesville, La., in the report under this item shall be used unless and until local interest make available for use on the project at least \$100,000.

Amendment No. 8 appropriates \$61,000,000 for flood control, Mississippi River and tributaries, instead of \$60,000,000 as proposed by the House and \$67,500,000 as proposed by the Senate; \$6,000,000 of the amount to be allocated to the Yazoo River Basin.

Amendment No. 9 appropriates \$1,750,000 for flood control, Sacramento River, Calif., as proposed by the House instead of \$2,000,000 as proposed by the Senate.

Amendment No. 10 authorizes the expenditure of not to exceed \$10,000, when authorized by the Governor of the Panama Canal, for attendance at meetings of organizations concerned with activities pertaining to the Panama Canal, as proposed by the Senate.

Amendment No. 11 appropriates \$13,149,000 as proposed by the Senate for maintenance and operation of the Panama Canal, instead of \$12,499,000 as proposed by the House.

Amendment No. 12 adjusts the total appropriation for the Panama Canal at \$20,126,313 as proposed by the Senate instead of \$19,476,313 as proposed by the House.

Amendment No. 13 eliminates language relating to employment on the Canal Zone proposed by the Senate.

Amendment No. 14, relating to employment of expert services, permits the Chief of Engineers, Department of the Army, as well as the Governor of the Panama Canal to authorize the employment of such expert employees as proposed by the Senate.

## AMENDMENT REPORTED IN DISAGREEMENT

Following is a statement of the amendment reported in disagreement and of the motion that has been authorized by the managers on the part of the House to be made in regard to it:

Amendment No. 7 relates to the authority contained in Public Law 526, Seventy-ninth Congress, and proposes to extend such authority to certain projects named in the amendment. A motion to concur in the Senate amendment will be offered.

ALBERT J. ENGEL,  
FRANCIS CASE,  
HARVE TIBBOTT,  
ERRETT P. SCRIVNER,  
JOHN H. KERR,  
GEORGE MAHON,  
W. F. NORRELL,

*Managers on the Part of the House.*

## EXTENSION OF REMARKS

Mr. HEFFERNAN asked and was given permission to extend his remarks in the Appendix of the RECORD and include an article that appeared in the New York Times on the death of the Honorable Peter McGinnis.

Mr. EBERHARTER asked and was given permission to extend his remarks in the RECORD immediately following the remarks of Mr. FELLOWS on the Vorys amendment in the bill H. R. 6396.

## EXTENSION OF REMARKS

Mr. MCGREGOR asked and was given permission to extend his remarks at this point in the RECORD.

## THE RECORD—STOP, LOOK, LISTEN

Mr. MCGREGOR. Mr. Speaker, I believe our people should know the true facts concerning the past and what present activities might lead to, and I am quoting briefly from a recent editorial:

In the 1940 Presidential campaign, Roosevelt promised Americans "again, and again, and again," not to send their boys into foreign wars. He got the third term for which he had been plotting since 1937 or 1938.

Safely reelected, he set about stepping up his push toward war. Shortly after New Year, 1941, the drive began to jam the Lend-lease bill through Congress—a plan which Roosevelt swore would buy peace for us by supplying the allies with war materials so that they could go on fighting the Germans. The bill became a law March 11, 1941.

There followed a long dispute as to whether the United States Navy should or should not convoy lend-lease shipments to Britain. What happened was that Roosevelt, without a by-your-leave to Congress, set the Navy patrolling the North Atlantic fairly early in 1941.

Even this failed to provoke a shooting war in the Atlantic with Hitler. Adolf had other fish to fry, since he was then meditating his attack on Russia which took place June 22, 1941.

Roosevelt at the same time was warming up his campaign of provocation against Japan. If Hitler would not fight, Tojo might. How well this drive succeeded is a matter of history. Following Cordell Hull's November 26, 1941, ultimatum, Japan attacked us at Pearl Harbor.

Let us connect present activities with past performances. Mr. Truman has said time after time, and I quote from his first address to the Congress:

I call upon all Americans to help me keep our Nation united in defense of those ideals which have been so eloquently proclaimed by Franklin D. Roosevelt. I will support and defend those ideals with all my strength and with all my heart.

Then again in his Hyde Park address, he stated, and I quote:

In the aftermath of a global war the overall task is difficult. But it can be stated simply; it is to carry forward the underlying principles and policies, foreign and domestic of Franklin D. Roosevelt.

I ask, Mr. Speaker, are we going into another war? Beware Americans, we must not let history repeat itself. We must take time to stop, look, and listen.

## EXTENSION OF REMARKS

Mr. MULTER asked and was given permission to extend his remarks in the Appendix of the RECORD in two instances and include extraneous matter.

Mr. DEVITT asked and was given permission to extend his remarks in the Appendix of the RECORD in three instances, in two of them to include newspaper editorials.

Mr. PATMAN asked and was given permission to extend his remarks in the RECORD and include a statement from the American Aviation Daily.

Mr. BUSBEY asked and was given permission to extend his remarks in the Appendix of the RECORD and include an editorial from today's Chicago Daily Tribune entitled "How We Earned His Hate."

Mr. BECKWORTH asked and was given permission to extend his remarks in the RECORD and include two news items.

Mr. HAGEN asked and was given permission to extend his remarks in the RECORD and include an article by Mr. James A. Hilliard, national historian of the Philippine-Pacific War Veterans.

Mr. ROSS asked and was given permission to extend his remarks in the RECORD and include an editorial.

Mr. HOLIFIELD asked and was given permission to extend his remarks in the Appendix of the RECORD in two instances.

Mr. FALLON asked and was given permission to extend his remarks in the RECORD and include a letter and a resolution.

Mr. ELLIS asked and was given permission to extend his remarks in the Appendix of the RECORD and include a newspaper editorial.

Mr. FULTON asked and was given permission to extend his remarks in the RECORD and include a letter from the president of the Superior Steel Co.

Mr. WOODRUFF asked and was given permission to extend his remarks in the RECORD and include an article by Samuel B. Pettingill.

Mr. LANE (at the request of Mr. FORAND) was given permission to extend his remarks in the RECORD in two instances, in one to include an editorial.

Mr. HAYS asked and was given permission to extend his remarks in the Appendix of the RECORD.

Mr. BENNETT of Missouri asked and was given permission to extend his remarks in the RECORD and include some testimony before the Senate Appropriations Committee.

Mr. CRAWFORD asked and was given permission to extend the remarks he previously made today and include liquor prices.

Mr. PATTERSON asked and was given permission to extend his remarks in the RECORD in two instances and include two newspaper articles.

Mr. MacKINNON asked and was given permission to extend his remarks in the Appendix of the RECORD and include an editorial.

## AUTHORIZING CREDIT IN CERTAIN ACCOUNTS OF UNITED STATES PROPERTY AND DISBURSING OFFICERS UNDER THE WAR DEPARTMENT

Mr. HOFFMAN. Mr. Speaker, I ask unanimous consent for the immediate consideration of the bill (S. 1747) to authorize credit in certain accounts of United States property and disbursing officers under the War Department, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There being no objection, the Clerk read the bill, as follows:

*Be it enacted, etc.,* That payments made prior to July 1, 1942, out of moneys appropriated under the provisions of the National Defense Act, for the support of the National Guard of the several States, Territories, and the District of Columbia which now stand disallowed or would hereafter be disallowed, but for this act, by reason of lack of adequate or correct supporting vouchers and documents, are hereby ratified and validated as to the United States property and disbursing officers making the same, in such amounts only as are found and determined by the Comptroller General of the United States to be without substantial evidence of fraud or criminality or of timely knowledge of such fraud or criminality on the part of the United States property and disbursing officer involved and to have been actually expended in good faith or under bona fide contracts (1) for services which in fact have been rendered or (2) for facilities which in fact have been furnished to the United States and its agencies including the National Guard; all items so found shall be passed to credit in the accounts of the property and disbursing officers involved, and any settlement based thereon shall not be reopened as against any such officer in the absence of new evidence of fraud or criminality: *Provided,* That nothing herein shall be construed to prohibit recovery from any payee of public moneys illegally or erroneously paid to such payee or to preclude the recovery from any such property and disbursing officer or his surety of any balance found due the Government under a settlement made as herein provided.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

## FEDERAL-AID ROAD ACT

Mr. DONDERO. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, with Senate amendments thereto, disagree to the Senate amendments, and agree to the conference asked by the Senate.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan? [After a pause.] The Chair hears none and appoints the following conferees: Messrs. DONDERO, CUNNINGHAM, MCGREGOR, BEALL, WHITTINGTON, ELLIOTT, and FALLON.





80TH CONGRESS  
2D SESSION

# H. R. 5888

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## IN THE SENATE OF THE UNITED STATES

JUNE 12 (legislative day, JUNE 1), 1948

Ordered to be printed with the amendments of the Senate numbered

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## AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

1     *Be it enacted by the Senate and House of Representa-*  
2     *tives of the United States of America in Congress assembled,*  
3     That for the purpose of carrying out the provisions of the  
4     Federal-Aid Road Act approved July 11, 1916 (39 Stat.  
5     355), and all Acts amendatory thereof and supplementary  
6     thereto, and for continuing the (1) ~~postwar~~ construction and  
7     reconstruction of highways in accordance with the provisions  
8     of the Federal-Aid Highway Act of 1944 approved Decem-  
9     ber 20, 1944 (58 Stat. 838), there is hereby authorized to be

1 appropriated the sum of ~~(2)\$500,000,000~~ \$400,000,000 for  
 2 the fiscal year ending June 30, 1950, ~~(3)~~and a like sum for  
 3 the fiscal year ending June 30, 1951 ~~(4)~~, and a like sum  
 4 for the fiscal year ending June 30, 1952.

5 The sum herein authorized for each fiscal year shall be  
 6 available for expenditure as follows:

7 Forty-five per centum for projects on the Federal-aid  
 8 highway system.

9 Thirty per centum for projects as set forth in paragraph  
 10 (b) of section 3 of the Federal-Aid Highway Act of 1944  
 11 (58 Stat. 838) ~~(5)~~; except that for the purposes of this Act  
 12 and all subsequent Acts continuing the postwar construction  
 13 and reconstruction of highways in accordance with the provi-  
 14 sions of the Federal-Aid Highway Act of 1944, ~~(1)~~ the  
 15 term "secondary and feeder roads" and the term "principal  
 16 secondary and feeder roads", wherever used in the Federal-  
 17 Aid Highway Act of 1944, shall include county and town-  
 18 ship roads; and ~~(2)~~ in selecting county and township roads  
 19 on which funds are to be expended, the State highway  
 20 departments shall cooperate with township trustees and other  
 21 appropriate local road officials; and

22 Twenty-five per centum for projects on the Federal-aid  
 23 highway system in urban areas.

24 The said sums, respectively, for any fiscal year, shall  
 25 be apportioned among the several States in the manner now

1 provided by law and in accordance with the formulas set  
 2 forth in section 4 of the Federal-Aid Highway Act of 1944  
 3 approved December 20, 1944 (6): *Provided, That the*  
 4 *authorization for the fiscal year ending 1950 shall be appor-*  
 5 *tioned among the States as soon as practicable after July 1,*  
 6 *1948, but not later than September 1, 1948.*

7 (7) ~~Any sums apportioned to any State under the provisions~~  
 8 ~~of this section shall be available for expenditure in that State~~  
 9 ~~for three fiscal years after the close of the fiscal year for~~  
 10 ~~which such sums are authorized, and any amount so appor-~~  
 11 ~~tioned remaining unexpended at the end of such period shall~~  
 12 ~~elapse: *Provided, That such funds shall be deemed to have*~~  
 13 ~~been expended if covered by formal agreement with the~~  
 14 ~~Commissioner of Public Roads for the improvement of a~~  
 15 ~~specific project as provided by this Act.~~

16 *Any sums apportioned to any State under the provisions*  
 17 *of this section shall be available for expenditure in that State*  
 18 *for one fiscal year after the close of the fiscal year for which*  
 19 *such sums are authorized, and any sums apportioned to any*  
 20 *State under section 4 of the Federal-Aid Highway Act of*  
 21 *1944, approved December 20, 1944, shall be available for ex-*  
 22 *penditure in that State for three fiscal years after the close of*  
 23 *the fiscal year for which such sums are authorized and any*  
 24 *amount so apportioned remaining unexpended at the end*  
 25 *of such period shall lapse: *Provided, That such funds for**

1 *any fiscal year shall be deemed to have been expended if a*  
2 *sum equal to the total of the sums apportioned to the State*  
3 *for such fiscal year is covered by formal agreements with*  
4 *the Commissioner of Public Roads for the improvement of*  
5 *specific projects as provided by this Act.*

6 ~~(8)~~SEC. 2. For the purpose of carrying out the provisions  
7 of section 23 of the Federal Aid Highway Act of 1921  
8 ~~(42 Stat. 218)~~, as amended and supplemented, there is  
9 hereby authorized to be appropriated the sum of \$25,000,—  
10 000 for forest highways for the fiscal year ending June 30,  
11 1950, a like sum for the fiscal year ending June 30, 1951,  
12 and a like sum for the fiscal year ending June 30, 1952;  
13 and there is hereby authorized to be appropriated the sum  
14 of \$12,500,000 for forest development roads and trails for  
15 the fiscal year ending June 30, 1950, a like sum for the  
16 fiscal year ending June 30, 1951, and a like sum for the  
17 fiscal year ending June 30, 1952, subject to the proviso in  
18 section 9 of the Federal Aid Highway Act of 1944 respect-  
19 ing the apportionment for forest highways in Alaska.

20 SEC. 2. (a) Following the approval of this Act, when  
21 funds heretofore, herein, or hereafter made available for  
22 expenditure in accordance with the provisions of the Federal  
23 Highway Act, as amended and supplemented, on the Federal-  
24 aid highway system or on the Federal-aid highway system in  
25 urban areas are expended for any project on the National

1 *System of Interstate Highways, designated in accordance*  
 2 *with the provisions of section 7 of the Federal-Aid High-*  
 3 *way Act of 1944, the Federal share payable on account of*  
 4 *any such project may be 60 per centum of the cost thereof*  
 5 *plus a percentage of the remainder of such cost as now*  
 6 *authorized by section 5 (a) of the Federal-Aid Highway*  
 7 *Act of 1944.*

8       *(b) The Commissioner of Public Roads is hereby*  
 9 *directed to cooperate with the State highway departments in*  
 10 *a study of the status of improvement of the National System*  
 11 *of Interstate Highways, designated in accordance with the*  
 12 *provisions of section 7 of the Federal-Aid Highway Act of*  
 13 *1944; to invite the cooperation and suggestions of the Sec-*  
 14 *retary of Defense and the National Security Resources Board*  
 15 *as to their indicated or potential needs for improved high-*  
 16 *ways for the national defense; and to supplement, not later*  
 17 *than April 1, 1949, the report dated February 1, 1941,*  
 18 *entitled "Highways for the National Defense" (Seventy-*  
 19 *seventh Congress, first session), to reflect current conditions*  
 20 *and deficiencies.*

21 **(9)** *SEC. 3. (a) For the purpose of carrying out the provi-*  
 22 *sions of section 23 of the Federal Highway Act (42 Stat.*  
 23 *218), as amended and supplemented, there is hereby*  
 24 *authorized to be appropriated (1) for forest highways the*

1 sum of \$20,000,000 for the fiscal year ending June 30, 1950,  
2 and a like sum for the fiscal year ending June 30, 1951,  
3 subject to the provision of section 9 of the Federal-Aid High-  
4 way Act of 1944 respecting the apportionment for forest  
5 highways in Alaska; and (2) for forest development roads  
6 and trails the sum of \$20,000,000 for the fiscal year ending  
7 June 30, 1950, and a like sum for the fiscal year ending  
8 June 30, 1951: Provided, That immediately upon the  
9 passage of this Act the appropriation herein authorized for  
10 forest highways for the fiscal year ending June 30, 1950,  
11 shall be apportioned by the Federal Works Administrator  
12 for expenditure in the several States, Alaska, and Puerto  
13 Rico, according to the area and value of the land owned  
14 by the Government within the national forests therein which  
15 the Secretary of Agriculture is hereby directed to determine  
16 and certify to him from such information, sources, and de-  
17 partments as the Secretary of Agriculture may deem most  
18 accurate, and hereafter, on or before January 1 next pre-  
19 ceding the commencement of each succeeding fiscal year the  
20 Federal Works Administrator shall make like apportionment  
21 of the appropriation authorized for such fiscal year: Pro-  
22 vided further, That the Commissioner of Public Roads may  
23 incur obligations, approve projects, and enter into contracts  
24 under the apportionment of such authorizations, and his  
25 action in so doing shall be deemed a contractual obligation

1 of the Federal Government for the payment of the cost  
2 thereof: Provided further, That the appropriations made  
3 pursuant to authorizations heretofore, herein, and hereafter  
4 enacted for forest highways shall be considered available to  
5 the Commissioner of Public Roads for the purpose of dis-  
6 charging the obligations created hereunder in any State or  
7 Territory: Provided further, That the total expenditures on  
8 account of any State or Territory shall at no time exceed  
9 its authorized apportionment: Provided further, That appro-  
10 priations for forest highways shall be administered in con-  
11 formity with regulations jointly approved by the Federal  
12 Works Administrator and the Secretary of Agriculture:  
13 Provided further, That the Commissioner of Public Roads  
14 shall transfer to the Chief of the Forest Service from appro-  
15 priations for forest highways such amounts as may be needed  
16 to cover necessary administrative expenses of the Forest  
17 Service in connection with the forest-highway program: And  
18 provided further, That if, as to any State wherein such forest  
19 highways are located, it is not found feasible to expend all  
20 of the funds apportioned under section 1 of this Act for the  
21 purposes for which such funds were so apportioned, the  
22 Commissioner of Public Roads in his discretion, and upon  
23 application in writing by the State highway department of  
24 such State, may agree with such State to pay, from the funds  
25 apportioned under section 1 of this Act to such State and

1 *within the time such funds are available for expenditure, any*  
 2 *or all of the funds which are not covered by formal agree-*  
 3 *ments with the Commissioner of Public Roads for the im-*  
 4 *provements of specific projects as provided by this Act, for*  
 5 *payment up to the full cost of the construction of such forest*  
 6 *highways across national forest lands within such State.*

7 (b) *The authorization in section 9 of the Federal-Aid*  
 8 *Highway Act of 1944 for forest highways for the fiscal year*  
 9 *ending June 30, 1948, is hereby canceled.*

10 (c) *Hereafter, construction work on forest-develop-*  
 11 *ment roads and trails, pursuant to the provisions of section*  
 12 *23 of the Federal Highway Act of November 9, 1921, as*  
 13 *amended and supplemented, estimated to cost \$10,000 or*  
 14 *more per mile, exclusive of bridges, shall be advertised and*  
 15 *let to contract. If such estimated cost is less than \$10,000*  
 16 *per mile, or if, after proper advertising, no acceptable bid*  
 17 *is received, or the bids are deemed excessive, the work may*  
 18 *be done by the Secretary of Agriculture on his own account.*

19 SEC. (10)§ 4. (a) *For the construction, reconstruction,*  
 20 *improvement, and maintenance of roads and trails, inclusive*  
 21 *of necessary bridges, in national parks, monuments, and other*  
 22 *areas administered by the National Park Service, including*  
 23 *areas authorized to be established as national parks and*  
 24 *monuments, and national park and monument approach roads*  
 25 *authorized by the Act of January 31, 1931 (46 Stat. 1053),*

1 as amended, there is hereby authorized to be appropriated  
 2 the sum of ~~(11)\$4,250,000~~ \$10,000,000 for the fiscal year  
 3 ending June 30, 1950, ~~(12)and~~ a like sum for the fiscal  
 4 year ending June 30, 1951 ~~(13), and a like sum for the fiscal~~  
 5 ~~year ending June 30, 1952.~~

6 (b) For the construction and maintenance of park-  
 7 ways, to give access to national parks and national monu-  
 8 ments, or to become connecting sections of a national park-  
 9 way plan; over lands to which title has been transferred  
 10 to the United States by the States or by private individuals,  
 11 there is hereby authorized to be appropriated the sum of  
 12 ~~(14)\$10,000,000~~ \$12,500,000 for the fiscal year ending  
 13 June 30, 1950, ~~(15)and~~ a like sum for the fiscal year ending  
 14 June 30, 1951 ~~(16), and a like sum for the fiscal year ending~~  
 15 ~~June 30, 1952.~~

16 (c) For the construction, improvement, and mainte-  
 17 nance of Indian reservation roads and bridges and roads  
 18 and bridges to provide access to Indian reservations and  
 19 Indian lands under the provisions of the Act approved May  
 20 26, 1928 (45 Stat. 750), there is hereby authorized to be  
 21 appropriated the sum of \$6,000,000 for the fiscal year ending  
 22 June 30, 1950, ~~(17)and~~ a like sum for the fiscal year ending  
 23 June 30, 1951 ~~(18), and a like sum for the fiscal year ending~~  
 24 ~~June 30, 1952: Provided, That the location, type, and de-~~  
 25 ~~sign of all roads and bridges constructed shall be approved~~

1 by the Public Roads Administration before any expenditures  
2 are made thereon, and all such construction shall be under  
3 the general supervision of the Public Roads Administration.

4 SEC. ~~(19)~~4 5. All provisions of the Federal-Aid High-  
5 way Act of 1944, approved December 20, 1944 (58 Stat.  
6 838), not inconsistent with this Act, shall remain in full  
7 force and effect.

8 ~~(20)~~SEC. 6. *The first paragraph of section 21 of the Federal*  
9 *Highway Act, approved November 9, 1921 (23 U. S. C.*  
10 *21), is hereby amended to read as follows:*

11 *“That so much, not to exceed  $3\frac{3}{4}$  per centum, of all*  
12 *moneys appropriated or authorized to be appropriated for*  
13 *expenditure under the provisions of this Act, as the Federal*  
14 *Works Administrator may deem necessary for administering*  
15 *the provisions of this Act and for carrying on necessary*  
16 *highway research and investigational studies independently*  
17 *or in cooperation with the State highway departments and*  
18 *other research agencies, and for publishing the results thereof,*  
19 *shall be deducted therefrom for such purposes when the*  
20 *apportionment is made and the amount so deducted shall be*  
21 *available until expended from appropriations made under*  
22 *the provisions of this Act: Provided, That should the ap-*  
23 *portionment of the amounts authorized for the third postwar*  
24 *fiscal year be made in accordance with section 4 of the*  
25 *Federal-Aid Highway Act of 1944 before the approval of*

1 *this Act, a revised apportionment may be made and the*  
 2 *increased amount authorized by this section deducted for*  
 3 *administration, research, and investigational studies."*

4 SEC. (21) 7. This Act may be cited as the "Federal-  
 5 Aid Highway Act of 1948".

Passed the House of Representatives April 12, 1948.

Attest:

JOHN ANDREWS,

*Clerk.*

Passed the Senate with amendments June 10 (legisla-  
 tive day, June 1), 1948.

Attest:

CARL A. LOEFFLER,

*Secretary.*

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## AN ACT

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To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

JUNE 12 (legislative day, JUNE 1), 1948

Ordered to be printed with the amendments of the  
Senate numbered





# DIGEST OF CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE  
Division of Legislative Reports  
(For Department staff only)

Issued June 21, 1948  
For actions of June 18 & 19, 1948  
80th-2nd, Nos. 112 & 113

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HIGHLIGHTS: Took final congressional action on road-authorizations bill, Interior appropriation bill, selective-service bill for purchase of agricultural commodities to be processed in occupied areas and sold, supplemental independent offices appropriation bill which contains surplus-property provisions, Government corporations appropriation bill, and bill to transfer alcohol plants to USDA. House passed CCC charter bill, housing bill without rural-housing provisions. Both Houses passed a pay-raid bill. Senate passed 2nd deficiency appropriation bill and bill authorizing coordination of disaster relief. House committee reported bill to transfer certain O&C lands to Interior.

NOTE: CONGRESSIONAL RECORD OF JUNE 19 IS NOT COMPLETE. SEE NOTE AT END OF THIS DIGEST.

## SENATE - June 18

1. ROAD AUTHORIZATIONS. Agreed to the conference report on H. R. 5888, authorizing appropriations for roads (p. 9132). The House received the report (pp. 9034-5). The conferees changed the authorization for forest highways to \$20,000,000 and the authorization for forest development roads and trails to \$17,500,000. They eliminated the provision whereby any State in which forest highways are located, and where it is not feasible to expend all the funds apportioned under Sec. 1 for the purposes for which the funds were apportioned, the Public Roads Commissioner could agree to pay, from funds apportioned under Sec. 1 to the State, funds which are not covered by formal agreements with PRA for improvement of specific projects, for payment up to the full cost of construction of forest highways across national-forest lands within the State. Retained the cancellation of the forest-highways authorization in the Act of 1944 for the fiscal year

1948, and the authorization for construction of forest development roads and trails by force account up to \$10,000 a mile.

2. SECOND DEFICIENCY APPROPRIATION BILL. The Appropriations Committee reported with amendments this bill, H. R. 6935 (p. 8948). The Senate Committee inserted the following items:

Emergency reconstruction and repair, Forest Service, \$4,000,000.

Loans to farmers, 1948 flood damage, \$6,000,000.

Golden-nematode control, \$492,000.

Disaster relief, public facilities, FWA, \$35,000,000.

Housing technical services and research under the proposed Housing Act of 1948, which is to be for allocation by the Secretary to the several agencies of USDA, to local public agencies, and to State agencies through Extension Service, \$150,000.

The Committee increased the Remount Service item by \$100,000. (For other provisions relating to the Department, see Digest 109.) The Senate Committee also inserted a provision, under export control (Commerce Department) "That no part of this appropriation may be used to enforce any regulation prohibiting the export of one hundred pound bags of flour as or in gift packages of any types."

Regarding foot-and-mouth disease, the committee report states: "The committee thoroughly discussed the establishment of the authorized research facilities for the study of methods of preventing foot-and-mouth disease in animals, and it came to the conclusion that the subject is so fraught with danger to the animal herds of this country that further scrutiny of it is essential. In particular, the committee has concluded it is necessary to study the proper methods of procedure and exactly the proper location of the research facilities. The committee recommends, therefore, that the Department of Agriculture conduct the necessary survey and report to the Senate Committee on Appropriations when the next Congress convenes on the best possible means to be utilized in preventing within the United States the occurrence of this animal disease. In the meantime, it is the intention of the committee, through an appropriate subcommittee, to study the pernicious effect of the illness as it exists in Mexico and elsewhere, and endeavor to determine the most effective methods of combating the disease."

3. SUPPLEMENTAL INDEPENDENT OFFICES APPROPRIATION BILL. Passed with amendments this bill, H. R. 6829 (pp. 8952-63).

Regarding surplus property, the committee report states:

"The committee heard several Members of Congress and witnesses from many Government agencies affected by the surplus property program as proposed in the House bill. The testimony was unanimous against the splitting up of the surplus property problem into several segments, each presenting further disposal problems to the agencies involved.

"It was the opinion of the committee that before a major reorganization was undertaken, as proposed by the House bill, full and complete hearings should be held before the appropriate legislative committees.

"The committee recommends that the agency be continued for the fiscal year 1949 and has included appropriate language to accomplish this end. Provision has been made for relieving the agency of most of its problems in relation to priorities which will result in savings in fiscal 1949 in excess of \$5,000,000. The committee has directed that the Administrator establish and maintain a priority for the benefit of small business.

"The committee recommends \$90,000,000 for salaries and expenses for the Administration. This amount represents an increase of \$40,000,000 over the House allowance and \$16,912,000 under the budget estimate of \$106,912,000.

## AMENDING AND SUPPLEMENTING THE FEDERAL-AID ROAD ACT

---

JUNE 18 (legislative day, JUNE 17), 1948.—Ordered to be printed

---

Mr. DONDERO, from the committee of conference, submitted the following

### CONFERENCE REPORT

[To accompany H. R. 5888]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5888) entitled "An act to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes", having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 5, and 14.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 3, 4, 6, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, and 21, and agree to the same.

#### Amendment numbered 2:

That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment as follows: change the figure "400,000,000" to read \$450,000,000; and the Senate agree to the same.

#### Amendment numbered 7:

That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment as follows:

Page 2, line 4, of the amendments of the Senate, strike out the words "one fiscal year" and insert in lieu thereof the words *two fiscal years*;

Page 2, line 12, of the amendments of the Senate, after the word "year" insert the following: , *including any funds authorized to be appropriated under this Act*, ; and the Senate agree to the same.

Amendment numbered 8:

That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment as follows:

Page 2, strike out all of subsection (a) under 2 (a) and on page 3, line 8, strike out "(b)"; and the Senate agree to the same.

Amendment numbered 9:

That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment as follows:

Page 4, line 8, of the amendments of the Senate, change the figure "\$20,000,000" to read \$17,500,000;

Page 5, line 19, change the colon to a period, and strike out the remainder of the paragraph through line 9, on page 6; and the Senate agree to the same.

GEO. A. DONDERO,  
J. HARRY MCGREGOR,  
PAUL CUNNINGHAM,  
E. G. ROHRBOUGH,  
J. GLENN BEALL,  
WILL M. WHITTINGTON,  
A. J. ELLIOTT,  
GEORGE H. FALLON,

*Managers on the Part of the House.*

CHAPMAN REVERCOMB,  
JOHN SHERMAN COOPER,  
DENNIS CHAVEZ,

*Managers on the Part of the Senate.*

## STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5888) submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

Amendment No. 1 strikes out the unnecessary word "postwar".

Amendment No. 2 fixes the amount authorized to be appropriated at \$450,000,000, \$50,000,000 less than the House bill, for each fiscal year.

Amendment No. 3 inserts the word "and", and insertion made necessary by elimination of the authorization for the fiscal year ending June 30 1952.

Amendment No. 4 eliminates the authorization for the fiscal year ending June 30, 1952.

The Senate conferees, by receding from amendment No. 5, agree to restoration of the House language in lines 11-21, page 2.

Amendment No. 6 advances the latest date on which the apportionment to the States for the fiscal year ending June 30, 1950, must be made to September 1, 1948. Under existing law such apportionment could have been made as late as January 1, 1949.

Amendment No. 7, as agreed to by the conferees, makes the grace period, in which apportionments shall be available for expenditure, 2 years; the House bill provided for 3 years. Also, insertion of the words "including any funds authorized to be appropriated under this Act," after the word "year", in line 1, page 4, makes more definite the application of the provisions regarding apportionment under the Federal-Aid Highway Act of 1948.

Amendment No. 8, as agreed to by the conferees, strikes out section 2 (a) and thereby eliminates amendment of existing law regarding the Federal share payable on projects on the national system of interstate highways. Subsection (b) becomes section 2.

Amendment No. 9, as agreed to by the conferees, authorizes \$20,000,000 for forest highways, as compared to \$25,000,000 in the House bill; authorizes \$17,500,000 for forest development roads and trails, as compared to \$12,500,000 in the House bill. By changing the colon, after the word "program", in line 17, page 7, and striking out the balance of the language in section 3 (a), the provision is eliminated whereby any State wherein forest highways are located, and where it is not found feasible to expend all of the funds apportioned under section 1 for the purposes for which such funds were so apportioned, the Commissioner of Public Roads in his discretion, and upon application in writing by the State highway department of the State, could agree to pay, from the funds apportioned under section 1 to the State, any or all of the funds which are not covered by formal agreements with the Commissioner of Public Roads for the

improvement of specific projects, for payment up to the full cost of the construction of forest highways across national-forest lands within the State.

Section 3 (b) of amendment No. 9 cancels the authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948.

Section 3 (c) of amendment No. 9 provides that—

Hereafter, construction work on forest-development roads and trails, pursuant to the provisions of section 23 of the Federal Highway Act of November 9, 1921, as amended and supplemented, estimated to cost \$10,000 or more per mile, exclusive of bridges, shall be advertised and let to contract. If such estimated cost is less than \$10,000 per mile, or if, after proper advertising, no acceptable bid is received, or the bids are deemed excessive, the work may be done by the Secretary of Agriculture on his own account.

Amendment No. 10 changes a section designation; amendments Nos. 12, 13, 15, 16, 17, and 18 are made necessary by elimination of the fiscal year ending June 30, 1952.

Amendment No. 11 increases the amount authorized for the construction, reconstruction, improvement, and maintenance of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, from \$4,250,000 in the House bill to \$10,000,000.

Amendment No. 14 was receded to by the Senate conferees, leaving the authorizations for access roads to national parks and Indian reservation roads, but in each instance eliminating the authorization for the fiscal year ending June 30, 1952.

Amendment No. 19 merely changes a section designation.

Amendment No. 20 corresponds to H. R. 3759, passed by the House on July 7, 1947, and increased the percent for administrative costs from  $2\frac{1}{2}$  percent to  $3\frac{3}{4}$  percent.

Amendment No. 21 merely changes a section designation.

GEO. A. DONDERO,  
J. HARRY MCGREGOR,  
PAUL CUNNINGHAM,  
J. GLENN BEALL,  
E. G. ROHRBOUGH,  
WILL M. WHITTINGTON,  
A. J. ELLIOTT,  
GEORGE H. FALLON,  
*Managers on the Part of the House.*



rates of pay for certain positions at field installations; and

S. 2861. An act to assist by grants-in-aid the Republic of the Philippines in providing medical care and treatment for certain veterans.

The message also announced that the House had passed the bill (S. 1969) to amend the Philippine Rehabilitation Act of 1946 in connection with the training of Filipinos as provided for in title III, with an amendment, in which it requested the concurrence of the Senate.

The message further announced that the House had severally agreed to the amendment of the Senate to the following bills of the House:

H. R. 703. An act for the relief of Leon Nikolaivich Volkov;

H. R. 6162. An act to make imported beer and other similar imported fermented liquors subject to the internal-revenue tax on fermented liquor; and

H. R. 6448. An act to authorize the Administrator of Veterans' Affairs to convey certain land in Tennessee to the city of Johnson City.

The message also announced that the House had agreed to the amendments of the Senate to the bill (H. R. 5716) to record the lawful admission to the United States for permanent residence of Patricia Schwartz and Bessie Schwartz.

The message further announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2878) to amend the act approved May 18, 1928 (45 Stat. 602), as amended, to revise the roll of the Indians of California provided therein.

The message also announced that the House agreed to the report of the committee on conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H. R. 5416) to promote the interests of the Fort Hall Indian irrigation project, Idaho, and for other purposes.

The message further announced that the House had disagreed to the amendment of the Senate to the bill (H. R. 5734) to authorize the Administrator of Veterans' Affairs to convey to the city of Cheyenne, Wyo., for public-park and golf-course purposes, certain land situated within the boundaries of the Veterans' Administration center at Cheyenne, Wyo.; asked a conference with the Senate on the disagreeing votes of the two Houses thereon, and that Mrs. ROGERS of Massachusetts, Mr. KEARNEY, Mr. O'KONSKI, Mr. RANKIN, and Mr. ALLEN of Louisiana were appointed managers on the part of the House at the conference.

The message also announced that the House had passed the following bills, in which it requested the concurrence of the Senate:

H. R. 5355. An act authorizing a per capita payment of \$50 each to the members of the Red Lake Band of Chippewa Indians from the proceeds of the sale of timber and lumber on the Red Lake Reservation;

H. R. 6402. An act to provide for extension of the terms of office of the present members of the Atomic Energy Commission;

H. R. 6657. An act to amend section 77 of the act entitled "An act to establish a uniform system of bankruptcy throughout the United States," approved July 1, 1898, and

acts amendatory thereof and supplementary thereto;

H. R. 6800. An act to amend sections 3108 and 3250 of the Internal Revenue Code, and for other purposes; and

H. R. 6958. An act to authorize the Administrator of Veterans' Affairs to transfer to the custody of the Navy Department certain property at the United States naval training station, Great Lakes, Ill.

The message notified the Senate that Mr. Brooks had been appointed a manager on the part of the House at the conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 2655) to provide for the common defense by increasing the strength of the armed forces of the United States, including the reserve components thereof, and for other purposes, vice Mr. DURHAM, excused.

#### TRANSACTION OF ROUTINE BUSINESS

By unanimous consent, the following routine business was transacted:

#### ADDITIONAL BILL INTRODUCED

Mr. TOBEY, by unanimous consent, introduced a bill (S. 2894) to amend the Public Health Service Act to provide for research and investigation with respect to the cause, prevention, and treatment of multiple sclerosis, and for other purposes, which was read twice by its title and referred to the Committee on Labor and Public Welfare.

#### EXECUTIVE REPORTS OF A COMMITTEE

As in executive session,

The following favorable reports of nominations were submitted:

By Mr. LANGER, from the Committee on Post Office and Civil Service:

Sundry postmasters.

#### GEN. MATT WHITAKER RANSOM—ADDRESS BY SENATOR UMSTEAD

[Mr. UMSTEAD asked and obtained leave to have printed in the RECORD an address on Gen. Matt Whitaker Ransom, delivered by him at Jackson, N. C., on August 4, 1947, which appears in the Appendix.]

#### JOSIAH W. BAILEY

[Mr. UMSTEAD, in accordance with the terms of S. Res. 212, agreed to April 1, 1948, submitted a tribute prepared by him on the life, character, and public service of Josiah W. Bailey, late a Senator from the State of North Carolina, which appears in the Appendix.]

#### TRIBUTE TO THE HONORABLE WALLACE WHITE

Mr. WILEY. Mr. President, the approach of Congress' recess brings to mind the fact that many of the distinguished men who grace this chamber will shortly bid adieu to the United States Senate, in which they have rendered such noble and faithful service. At this time, I should like to briefly pay tribute to a man who is a friend of all of us, a guide, an inspiration, a devoted public servant of his native State and his Nation, a man who has served in this body since 1931 with success and distinction.

I am referring, of course, to the senior Senator from Maine, the Honorable WALLACE H. WHITE, JR.

If you look in the Congressional Directory and read the long series of achievements of WALLACE WHITE in the House of Representatives, where he was first

elected to the Sixty-fifth Congress and where he served until the Seventy-first Congress, in the Senate, in many international conferences and in numerous other capacities, the layman can only get a limited picture of what WALLACE WHITE means to us and has meant to us during all these years. You would have to know him personally, as we have known him, to realize the strength that he possesses that is, nevertheless, gentle, the humor with which he is so richly endowed, but which is always in such good nature, the leadership which he has constantly exercised, both as minority and majority leader of the Senate, but about which he has always been so modest. It is difficult for any man to try to sum up in a few moments the devoted work of a lifetime by a dear friend. We can recite the facts, but it is hard to convey all of the sacrifices, all of the patience, all of the endless devotion which went into each of the activities of our dear friend.

We can recall that WALLACE WHITE served as an employee of the Senate for some years prior to his service in the Congress. For example, he served as assistant clerk to the Committee on Commerce for a couple of years when the chairman of that committee was the Honorable William P. Fry. He also served as Secretary to Senator Fry for several years when the latter was President pro tempore of the Senate. WALLACE WHITE continued in that capacity until November 1903.

On April 2, 1917, 4 days before America's declaration of war in the first world conflict, WALLACE WHITE was sworn in as a Member of the House of Representatives. In the House, he served as chairman of the Committee on Expenditures in the Department of Justice, of the Committee on Women's Suffrage, of the Committee on Merchant Marine and Fisheries.

In September 1930, following his unbroken service in the House of Representatives, he was elected United States Senator, in which post he has been successively reelected. In this Chamber, he has served with distinction on the Civil Service, Claims, Commerce, Education and Labor, Post Office and Post Roads, and other committees. In May of 1935, he was appointed to the Committee on Foreign Relations and he has served on numerous other Senate groups.

With the advent of the GOP's control of the Congress, Senator WHITE, who had served as acting Republican floor leader following the death of Senator McNary, was elected majority leader of the Senate.

We in the Senate know how popular WALLACE WHITE has been with all his colleagues and with all those who have come in contact with him.

Without fanfare, without histrionics, he has performed his duties selflessly and faithfully.

In whatever capacity he has served, as chairman of the Interstate Commerce Committee and ranking member on the Appropriations Committee, or as floor leader, he has gained the respect and admiration of his associates on both sides of the aisle.

To say that WALLACE WHITE's departure from the Senate will leave a gap that will be hard, if not impossible, to fill, is an understatement. To say, however, that we will look to him for continued public service and continued guidance is merely to state the obvious.

WALLACE WHITE has deserved the rest and relaxation which are so much his due but which have been denied him during all these strenuous years in public service. We know, however, that he will continue to be a source of inspiration and direction to all his fellow citizens of Maine and to all of his associates here in the Senate.

As he has paid tribute to other great men who have graced this Chamber, so now we pay deserved tribute to him and wish him good luck and Godspeed on all his future ventures.

#### PROMOTION OF THE NATIONAL DEFENSE—INCREASE IN PERSONNEL OF ARMED FORCES

The PRESIDING OFFICER. The question is on the motion of the Senator from South Dakota [Mr. GURNEY] that the Senate disagree to the amendment of the House; agree to the conference requested by the House on the disagreeing votes of the two Houses thereon, and that the Chair appoint the conferees on the part of the Senate.

Mr. MORSE. Mr. President—

The PRESIDING OFFICER. The Chair recognizes the Senator from Oregon.

Mr. GURNEY. Mr. President, will the Senator yield to me?

Mr. MORSE. I yield to the Senator from South Dakota.

Mr. GURNEY. Mr. President, quite a number of the Members of the Senate, members of the Appropriations Committee, have been working on appropriation bills all evening. They must return to committee rooms to deal with more appropriation bills. House conferees are waiting in the conference rooms. I am very hopeful that all Members of the Senate will agree to the appointment of conferees on Senate bill 2655. I especially ask my colleague from my neighboring State of North Dakota [Mr. LANGER] to allow the appointment of conferees.

Mr. LANGER. Mr. President—

Mr. MORSE. I yield to the Senator from North Dakota.

Mr. LANGER. I will wait until I secure the floor in my own right.

#### AMENDMENT OF FEDERAL-AID ROAD ACT—CONFERENCE REPORT

Mr. COOPER. Mr. President, will the Senator yield?

Mr. MORSE. I yield.

Mr. COOPER. Mr. President, I submit a conference report on House bill 5888, to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, and I ask unanimous consent for its immediate consideration.

The PRESIDING OFFICER. Is there objection?

Mr. WHERRY. Mr. President, my understanding is that it requires unanimous consent temporarily to displace the pending business.

The PRESIDING OFFICER. That is correct.

Mr. WHERRY. I ask unanimous consent that the motion of the Senator from South Dakota be temporarily laid aside in order that the Senate may proceed with the conference report.

The PRESIDING OFFICER. Is there objection?

There being no objection, the Senate proceeded to consider the report, which was read by the Chief Clerk, as follows:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 5, and 14.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 3, 4, 6, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, and 21; and agree to the same.

Amendment numbered 2: That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment, as follows: Change the figure "400,000,000" to read "\$450,000,000"; and the Senate agree to the same.

Amendment numbered 7: That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment, as follows: Page 2, line 4, of the amendments of the Senate, strike out the words "one fiscal year" and insert in lieu thereof the words "two fiscal years"; page 2, line 12, of the amendments of the Senate, after the word "year", insert the following "including any funds authorized to be appropriated under this Act"; and the Senate agree to the same.

Amendment numbered 8: That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment, as follows: Page 2, strike out all of subsection (a) under 2 (a); and on page 3, line 8, strike out "(b)"; and the Senate agree to the same.

Amendment numbered 9: That the House recede from its disagreement to the amendment of the Senate numbered nine, and agree to the same with an amendment, as follows: Page 4, line 8, of the amendments of the Senate, change the figure "\$20,000,000" to read "\$17,500,000"; Page 5, line 19, change the colon to a period, and strike out the remainder of the paragraph through line 9, on page 6; and the Senate agree to the same.

CHAPMAN REVERCOMB,  
JOHN S. COOPER,  
DENNIS CHAVEZ,

*Managers on the Part of the Senate.*

GEO. A. DONDERO,  
J. HARRY MCGREGOR,  
PAUL CUNNINGHAM,  
E. G. ROHRBOUGH,  
J. GLENN BEALL,  
WILL M. WHITTINGTON,  
A. J. ELLIOTT,  
GEORGE H. FALLON,

*Managers on the Part of the House.*

Mr. COOPER. Mr. President, I move the adoption of the conference report.

The PRESIDING OFFICER. The question is on agreeing to the motion of the Senator from Kentucky [Mr. COOPER].

The motion was agreed to.

Mr. REVERCOMB. Mr. President—

Mr. MORSE. Mr. President, I yield to the Senator from West Virginia.

#### STREAM POLLUTION—CONFERENCE REPORT

Mr. REVERCOMB. At this time I ask unanimous consent that the pending business be temporarily laid aside and that the Senate take up for immediate consideration the conference report on Senate bill 418, which is a bill dealing with the removal of pollution from streams and with the Public Health Service.

The PRESIDING OFFICER. Is there objection?

Mr. KILGORE. I object.

The PRESIDING OFFICER. Objection is heard.

Mr. MILLIKIN. Mr. President—

Mr. MORSE. I yield to the Senator from Colorado.

#### INCREASE OF COMPENSATION PAYABLE TO SURVIVING CHILDREN OF CERTAIN DECEASED VETERANS — CONFERENCE REPORT

Mr. MILLIKIN. Mr. President, I ask unanimous consent that the pending business be temporarily laid aside, and that the Senate proceed to consider the conference report on Senate bill 2825, a bill to increase the compensation payable to the surviving children of certain deceased veterans whose death was wartime service-connected.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Colorado?

There being no objection, the Senate proceeded to consider the report, which was read by the Chief Clerk, as follows:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the House to the Bill (S. 2825) to increase the compensation payable to the surviving children of certain deceased veterans whose death was wartime service-connected, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its disagreement to the amendment of the House and agree to the same with an amendment, as follows: In lieu of the matter inserted by the House amendment insert the following: That paragraph IV of part I of Veterans Regulation Numbered 1 (a), as amended, is hereby amended to read as follows:

"The surviving widow, child or children, and dependent mother or father of any deceased person who died as the result of injury or disease incurred in or aggravated by active military or naval service as provided in part I, paragraph I hereof, shall be entitled to receive compensation at the monthly rates specified next below:

"Widow but no child, \$75; widow with one child, \$100 (with \$15 for each additional child); no widow but one child, \$58; no widow but two children, \$82 (equally divided); no widow but three children, \$106 (equally divided) (with \$20 for each additional child; total amount to be equally

The message also announced that the Senate had passed, with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H. R. 2096. An act to amend section 11 of the act approved June 5, 1942 (56 Stat. 317), relating to Mammoth Cave National Park in the State of Kentucky, and for other purposes.

The message also announced that the Senate had passed bills of the following titles, in which the concurrence of the House is requested:

S. 1691. An act for the relief of the First, Second, and Third National Steamship Cos.;  
S. 2706. An act to authorize the Federal Works Administrator to lease for commercial purposes certain space in the building located at 811 Vermont Avenue NW., Washington, D. C., commonly known as the Lafayette Building;

S. 2849. An act to authorize the Administrator of Veterans' Affairs to convey a certain tract of land in the State of Arkansas to Washington County, Ark.; and

S. 2961. An act to assist by grants-in-aid the Republic of the Philippines in providing medical care and treatment for certain veterans.

The message also announced that the Senate agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H. R. 3566) entitled "An act to amend subsection (c) of section 19 of the Immigration Act of 1917, as amended, and for other purposes."

The message also announced that the Senate had passed, with amendments in which the concurrence of the House is requested, a bill of the House of the following title:

H. R. 6829. An act making supplemental appropriations for the Executive Office and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1949, and for other purposes.

The message also announced that the Senate insists upon its amendments to the foregoing bill, requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints Mr. REED, Mr. BRIDGES, Mr. BROOKS, Mr. CORDON, Mr. GREEN, Mr. RUSSELL, and Mr. McKELLAR to be the conferees on the part of the Senate.

The message also announced that the Senate had passed, with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H. R. 6428. An act to reimburse the Luther Bros. Construction Co.

#### DEVELOPMENT OF CIVIL TRANSPORT AIRCRAFT

Mr. CLASON. Mr. Speaker, I move to suspend the rules and pass the bill (H. R. 6501) to provide for the development of civil transport aircraft adaptable for auxiliary military service and for other purposes.

The Clerk read as follows:

*Be it enacted, etc.,* That it is hereby declared to be the policy of the Congress that in the interest of national security the Federal Government should promote the employment in air commerce in as large numbers as possible of more efficient transport and

cargo aircraft; and, to this end, sponsor the design, development, testing, tooling, construction, service testing, and modification of prototype transport and cargo aircraft, intended primarily for commercial use, but adaptable also for auxiliary military service.

SEC. 2. The Civil Transport Aircraft Evaluation and Development Board (referred to hereinafter as "the Board") hereinafter provided for, is authorized and directed—

(a) to survey the national requirements for aircraft types designed primarily for commercial transport and cargo service, but adaptable also as auxiliary military transport for one or more of the departments of the National Military Establishment;

(b) to prepare and recommend, from time to time, the operating and utility characteristics and specifications of such aircraft: *Provided*, That such characteristics and specifications shall be consistent with the requirements of the civil air regulations promulgated by the Civil Aeronautics Board; and

(c) to advise the Secretary of the Air Force (referred to hereinafter as "the Secretary") of the Board's findings and recommendations under this section, and to recommend the allotment by the Secretary, from funds appropriated to carry out the purposes of this act, of appropriate sums for design, development, testing, tooling, construction, service testing, and modification of prototypes of each such type of aircraft.

SEC. 3. (a) The Board shall be composed of one representative designated by each of the following agencies: The United States Air Force, the United States Navy, the National Advisory Committee for Aeronautics, the Civil Aeronautics Administration, the Civil Aeronautics Board, and such other agencies of the Federal Government, concerned with aeronautics, as the Board may, from time to time, determine.

(b) To assist the Board in carrying out its functions, it is authorized to establish an industrial advisory committee composed of not less than six members appointed by the Board with the approval of the Secretary. Each member of such committee shall serve for a term of 2 years, except that (1) the terms of three of the members first taking office after the enactment of this act shall expire at the end of 1 year, and (2) any member appointed to fill a vacancy occurring prior to the expiration of the term for which his predecessor was appointed shall be appointed for the unexpired term of the member whom he succeeds. No member shall be eligible to serve continuously for more than one term unless in the opinion of the Board his reappointment is necessary to effectuate the purposes of this act. Members of such committee may be designated without regard to the civil-service laws or the Classification Act of 1923, as amended, and shall receive such compensation, not in excess of \$50 for each day or part of a day actually devoted to the performance of the duties of such committee, as the Board shall determine. Each member of such committee shall be allowed actual necessary transportation expenses and an allowance not to exceed \$10 per diem in lieu of subsistence when engaged in the performance of the duties of such committee at any place other than his permanent residence or place of business. Nothing contained in sections 41, 109, 112, or 113 of the Criminal Code (U. S. C., title 18, secs. 93, 198, 202, and 203), section 190 of the Revised Statutes (U. S. C., title 41, sec. 119), or any other provision of law imposing restrictions, requirements, or penalties in relation to the employment of persons, the performance of services, or the payment or receipt of compensation in connection with any claim, proceeding, or matter involving the United States, shall apply to any such person solely by reason of membership on such committee: *Provided*, That the provisions of the act of July 12, 1870 (R. S. 3679; U. S. C., title 31, sec. 665), as amended, shall not apply to the

acceptance of voluntary service by any member of any such committee.

(c) The Chairman of the Board shall be designated by the Secretary from among the members thereof and the Board shall act in accordance with such regulations and rules of procedure as it may, from time to time, prescribe. The Board is authorized and directed to consult with manufacturers of aircraft; and with United States operators of transport aircraft. Members of the Board shall serve as such without additional compensation, but each member of the Board shall be allowed actual necessary transportation expenses and an allowance not to exceed \$10 per diem, in lieu of subsistence, when engaged in the performance of the duties of the Board at any place other than his permanent station.

(d) The Board and the Secretary are authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, but without regard to any provision of law limiting the number of civilian personnel which may be employed by the Department of the Air Force, to employ and fix the compensation of such personnel as may be deemed necessary to assist the Board and the Secretary in carrying out their respective functions under this act: *Provided*, That to the extent possible, consistent with other duties and assignments, the personnel and facilities of the member agencies of the Board shall be used to carry out the duties of the Board.

SEC. 4. The Secretary is authorized and directed, if he concurs in the advice and recommendations of the Board referred to in section 2 of this act, to provide, out of funds appropriated to carry out the purposes of this act, for the design, development, testing, tooling, construction, service testing, and modification of prototypes of each such type of aircraft, by contract or otherwise. Any such contract entered into by the Government shall contain a provision that—

(1) sales of aircraft subsequently manufactured from the design specifications of such prototype or prototypes shall be made at a price allowing a reasonable profit, not exceeding such profit as may be prescribed by the Secretary; and

(2) in determining the fair selling price of such aircraft, except to the extent required by the Secretary, there shall not be included in the cost thereof any development, engineering, tooling, or other costs which have been reimbursed to the manufacturer by the Secretary; and

(3) aircraft subsequently manufactured from the design specifications of such prototype or prototypes shall be sold only to purchasers who, by contract with the Secretary, have undertaken (a) unless required by the civil air regulations to make no changes in the design or standard equipment of such aircraft without first obtaining the approval of the Secretary; and (b) to make, for an agreed sum, payable by the Secretary, such changes in the design or standard equipment of such aircraft, not inconsistent with the civil air regulations, as the Secretary may prescribe.

SEC. 5. (a) The Secretary, in carrying out the provisions of section 4 of this act, may enter into contracts or other arrangements, or modifications thereof, with or without legal consideration, with or without performance or other bonds, and, in carrying out such contracts, arrangements, or modifications thereof, may make advance, progress, and other payments without regard to the provisions of section 3648 of the Revised Statutes.

(b) Each contract, arrangement, or modification thereof, executed pursuant to this act, shall contain such provisions, consistent with the laws affecting the issuance or use of patents, governing the disposition and use of inventions made thereunder as are appropriate, in the judgment of the Secre-

tary, to protect the public interest and the equities of the individual or organization with which the contract, arrangement, or modification thereof is executed.

SEC. 6. The Secretary is authorized to procure and test prototype aircraft from any manufacturer whose design meets the operating and utility characteristics and specifications recommended by the Board: *Provided*, That, in the event such manufacturer is not in a position to produce promptly the prototype aircraft desired, then the Secretary may procure such prototype aircraft from any other qualified manufacturer.

SEC. 7. Aircraft manufactured from design specifications pursuant to this act shall not be sold directly or by resale to either foreign governments or other foreign users without the approval of the Secretary: *Provided*, That in approving any such sale the Secretary may waive such of the requirements of section 3 hereof as he may deem proper.

SEC. 8. The Secretary is authorized and directed, if he concurs in the advice and recommendations of the Board with respect thereto, by appropriate contractual conditions or otherwise, to recover, in whole or in part, as deemed to be practicable and expedient, the costs incurred by the United States pursuant to this act. The Secretary shall transmit to the Congress within a period of 1 year following the passage of this act a report setting forth the means and methods which he intends to utilize in effecting such recovery.

SEC. 9. In the event the Board shall recommend the development of a seaplane commercial transport or cargo aircraft and the Secretaries of the Navy and the Air Force concur, the Secretary of the Navy shall be authorized to perform all of the functions with respect to such aircraft as are vested in the Secretary of the Air Force by this act, and the Secretary of the Air Force is authorized to transfer to the Secretary of the Navy such funds appropriated under this act as may be necessary for the performance of such functions.

SEC. 10. As used in this act—

(a) The term "aircraft" shall include engines, propellers, instruments, accessories, and standard equipment for such aircraft.

(b) The term "standard equipment" means all operational features of such aircraft, including, without limitation, standard cockpit arrangement, communications, facilities, and provisions for such items, but excluding commercial equipment.

(c) The term "commercial equipment" means removable furnishings and fittings, not part of the primary structure or the mechanical apparatus of such aircraft, and which is generally installed for the accommodation of passengers, baggage, or cargo.

(d) The term "prototype aircraft" means the initial models of each type, built primarily for static tests, flight performance, and service test.

SEC. 11. The Secretary and the Board shall transmit to the Congress, on the 1st day of January in each year, a report on (1) the progress made in the accomplishment of the purposes of this act and (2) the amounts of the expenditures made or obligated pursuant thereto.

SEC. 12. There are hereby authorized to be appropriated to the Department of the Air Force such sums as may be necessary to carry out the purposes of this act.

The SPEAKER. Is a second demanded?

Mr. McCORMACK. Mr. Speaker, I demand a second.

The SPEAKER. Without objection, a second will be considered as ordered.

There was no objection.

Mr. CLASON. Mr. Speaker, this bill has received the unanimous approval of all Members of the Committee on Armed

Services who were present and who took part in the consideration of it, as well as of those to whose attention it has been brought. It sets forth the policy of the United States that in the interest of national security the Federal Government should promote the employment in air commerce of as large numbers as possible of more efficient transport and cargo aircraft. The purpose of the bill, which has the approval of the Department of Commerce, the Department of the Air Force, the Department of the Navy, the National Advisory Committee for Aeronautics, and the Civil Aeronautics Board is to see to it that the latest possible transport designs are available for air-commercial people. At the outbreak of the present war the Government was fortunate and so was the military in having DC-3 planes available in large numbers. The cargo companies are not in a position to develop the new planes, and that being so it is believed that the Air Forces, under the direction of the Secretary and Board, should determine the best type of transport plane for both the military and the commercial people and to see, if possible, if they cannot agree to use that plane in their operations. That, I think, is a sufficient explanation of the bill.

The SPEAKER. The question is on suspending the rules and passing the bill.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

#### FEDERAL-AID ROAD ACT

Mr. DONDERO submitted the following conference report and statement on the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes:

#### CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5888) entitled "An Act to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 5, and 14.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 3, 4, 6, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, and 21, and agree to the same.

Amendment numbered 2: That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment as follows: change the figure "\$40,000,000" to read "\$450,000,000"; and the Senate agree to the same.

Amendment numbered 7: That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment as follows:

Page 2, line 4, of the amendments of the Senate, strike out the words "one fiscal year" and insert in lieu thereof the words two fiscal years;

Page 2, line 12, of the amendments of the Senate, after the word "year" insert the fol-

lowing: "including any funds authorized to be appropriated under this Act,"; and the Senate agree to the same.

Amendment numbered 8: That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment as follows:

Page 2, strike out all of subsection (a) under 2 (a) and on page 3, line 8, strike out "(b)"; and the Senate agree to the same.

Amendment numbered 9: That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment as follows:

Page 4, line 8, of the amendments of the Senate, change the figure "\$20,000,000" to read "\$17,500,000";

Page 5, line 19, change the colon to a period, and strike out the remainder of the paragraph through line 9, on page 6; and the Senate agree to the same.

GEO. A. DONDERO,  
J. HARRY MCGREGOR,  
PAUL CUNNINGHAM,  
E. G. ROHRBOUGH,  
J. GLENN BEALL,  
WILL M. WHITTINGTON,  
A. J. ELLIOTT,  
GEORGE H. FALLON,

*Managers on the Part of the House.*

CHAPMAN REVERCOMB,  
JOHN SHERMAN COOPER,  
DENNIS CHAVEZ,

*Managers on the Part of the Senate.*

#### STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 5888) submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

Amendment No. 1 strikes out the unnecessary word "postwar".

Amendment No. 2 fixes the amount authorized to be appropriated at \$450,000,000, \$50,000,000 less than the House bill, for each fiscal year.

Amendment No. 3 inserts the word "and", an insertion made necessary by elimination of the authorization for the fiscal year ending June 30, 1952.

Amendment No. 4 eliminates the authorization for the fiscal year ending June 30, 1952.

The Senate conferees, by receding from amendment No. 5, agree to restoration of the House language in lines 11-21, page 2.

Amendment No. 6 advances the latest date on which the apportionment to the States for the fiscal year ending June 30, 1950, must be made to September 1, 1948. Under existing law such apportionment could have been made as late as January 1, 1949.

Amendment No. 7, as agreed to by the conferees, makes the grace period, in which apportionments shall be available for expenditure, 2 years; the House bill provided for 3 years. Also, insertion of the words "including any funds authorized to be appropriated under this Act," after the word "year", in line 1, page 4, makes more definite the application of the provisions regarding apportionment under the Federal-Aid Highway Act of 1948.

Amendment No. 8, as agreed to by the conferees, strikes out section 2 (a) and thereby eliminates amendment of existing law regarding the Federal share payable on projects on the national system of interstate highways. Subsection (b) becomes section 2.

Amendment No. 9, as agreed to by the conferees, authorizes \$20,000,000 for forest highways, as compared to \$25,000,000 in the House bill; authorizes \$17,500,000 for forest development of roads and trails, as compared to \$12,500,000 in the House bill. By changing the colon, after the word "program", in

line 17, page 7, and striking out the balance of the language in section 3 (a), the provision is eliminated whereby any State wherein forest highways are located, and where it is not found feasible to expend all of the funds apportioned under section 1 for the purposes for which such funds were so apportioned, the Commissioner of Public Roads in his discretion, and upon application in writing by the State highway department of the State, could agree to pay, from the funds apportioned under section 1 to the State, any or all of the funds which are not covered by formal agreements with the Commissioner of Public Roads for the improvement of specific projects, for payment up to the full cost of the construction of forest highways across national-forest lands within the State.

Section 3 (b) of amendment No. 9 cancels the authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948.

Section 3 (c) of amendment No. 9 provides that—

Hereafter, construction work on forest-development roads and trails, pursuant to the provisions of section 23 of the Federal Highway Act of November 9, 1921, as amended and supplemented, estimated to cost \$10,000 or more per mile, exclusive of bridges, shall be advertised and let to contract. If such estimated cost is less than \$10,000 per mile, or if, after proper advertising, no acceptable bid is received, or the bids are deemed excessive, the work may be done by the Secretary of Agriculture on his own account.

Amendment No. 10 changes a section designation; amendments Nos. 12, 13, 15, 16, 17, and 18 are made necessary by elimination of the fiscal year ending June 30, 1952.

Amendment No. 11 increases the amount authorized for the construction, reconstruction, improvement, and maintenance of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, from \$4,250,000 in the House bill to \$10,000,000.

Amendment No. 14 was receded to by the Senate conferees, leaving the authorizations for access roads to national parks and Indian reservation roads, but in each instance eliminating the authorization for the fiscal year ending June 30, 1952.

Amendment No. 19 merely changes a section designation.

Amendment No. 20 corresponds to H. R. 3759, passed by the House on July 7, 1947, and increased the percent for administrative costs from 2½ percent to 3¼ percent.

Amendment No. 21 merely changes a section designation.

GEO. A. DONDERO,  
J. HARRY MCGREGOR,  
PAUL CUNNINGHAM,  
J. GLENN BEALL,  
E. G. ROHRBOUGH,  
WILL M. WHITTINGTON,  
A. J. ELLIOTT,  
GEORGE H. FALLON,

*Managers on the Part of the House.*

#### CONVEYING SANTA ROSA ISLAND, FLA.— CONFERENCE REPORT

Mr. CLASON submitted the following conference report and statement on the bill H. R. 3735:

##### CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 3735) to authorize and direct the Secretary of War to donate and convey to Okaloosa County, State of Florida, all the right, title, and interest of the United States in and to a portion of Santa Rosa Island, Florida, and for other purposes, having met, after full and free conference, have agreed to recommend

and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendments of the Senate numbered 2, 3, and 4, and agree to the same.

Amendment numbered 1: That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment as follows: In lieu of the matter proposed to be inserted by the Senate amendment insert the following: "That the Secretary of the Army is authorized to convey, subject to the limitations and conditions hereinafter enumerated and such others as he may prescribe, to Okaloosa County, State of Florida, for recreational purposes, all right, title, and interest of the United States in and to all or any part of that portion of Santa Rosa Island, Florida, extending one mile east from Brooks Bridge on United States Highway 98 near the town of Fort Walton, Florida, except for a strip of land six hundred feet wide (three hundred feet east and three hundred feet west from center line of road leading to radar site 'Dick'), extending from Highway 98 to the mean low water level of the Gulf of Mexico, and two miles west from said bridge, and to all or any part of that portion of said Santa Rosa Island which lies east of the new channel at East Pass (consisting of two small islands), said property being under the jurisdiction of the Department of the Army. Such conveyance shall be made upon payment by said county of a sum which shall be 50 per centum of the fair value of the property conveyed, based upon the highest and best use of the property at the time it is offered for sale regardless of its former character or use, as determined by the Secretary, less such portion of the price originally paid by said county for said island, prior to its conveyance to the United States, as the Secretary shall determine to be fair and equitable."

And the Senate agree to the same.

CHARLES R. CLASON,  
CHAS. H. ELSTON,  
ROBERT L. F. SIKES,

*Managers on the Part of the House.*

LEVERETT SALTONSTALL,  
WAYNE MORSE,  
HARRY FLOOD BYRD,

*Managers on the Part of the Senate.*

##### STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 3735) entitled "An act to authorize and direct the Secretary of War to donate and convey to Okaloosa County, State of Florida, all the right, title, and interest of the United States in and to a portion of Santa Rosa Island, Fla., and for other purposes," submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

The purpose of the proposed legislation is to permit the Secretary of the Army to convey a portion of Santa Rosa Island, Fla., to Okaloosa County, Fla., subject to restrictions, without consideration, for public recreational purposes. The Senate disagreed with the provisions authorizing a gratuitous conveyance of the property in question and amended the bill to provide that the Secretary of the Army shall be permitted to convey the property to Okaloosa County, Fla., but that the consideration for such conveyance should be equal to the fair value of the property conveyed, based upon the highest and best use of the property at the time it is offered for sale without regard to its former character or use, less such portion of the price originally paid by said county

for said land, prior to its conveyance to the United States. The conferees have agreed to an amendment to the Senate amendment wherein the conveyance is authorized upon the payment of 50 percent of the fair market value of the property by Okaloosa County, Fla., to the United States.

Senate amendment No. 2 is merely a clarifying amendment which clearly defines the responsibility, as between Okaloosa County and the Department of the Army, for the maintenance of certain fences which are to be erected pursuant to the provisions of the proposed legislation. Senate amendments Nos. 3 and 4 are only technical amendments which are made necessary by the fact that the Secretary of War has been superseded by the Secretary of the Army.

CHARLES R. CLASON,  
CHAS. H. ELSTON,  
ROBERT L. F. SIKES,

*Managers on the Part of the House.*

(Mr. HINSHAW asked and was given permission to revise and extend his remarks.)

##### COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

Mr. LECOMPTE. Mr. Speaker, by the direction of the Committee on House Administration I call up a privileged resolution (H. Res. 654) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

The Committee on House Administration, to which was referred the resolution, House Resolution 654, providing that the further expenses of conducting the investigation authorized by House Resolution 318 of the Seventy-ninth Congress, continued by House Resolution 153 of the Eightieth Congress, incurred by the Committee on Interstate and Foreign Commerce, acting as a whole or by subcommittee, not to exceed \$10,000 additional, including expenditures for the employment of experts and clerical, stenographic, and other assistants, shall be paid out of the contingent fund of the House on vouchers authorized by such committee or subcommittee, signed by the chairman of such committee or subcommittee, and approved by the Committee on House Administration, having considered the same, reports favorably thereon without amendment and recommends that the resolution do pass.

The resolution was agreed to.

A motion to reconsider was laid on the table.

##### COMMITTEE ON EXPENDITURES IN THE EXECUTIVE DEPARTMENTS

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration I call up a privileged resolution (H. Con. Res. 213) and ask for its immediate consideration.

The Clerk read as follows:

The Committee on House Administration to which was referred the concurrent resolution (H. Con. Res. 213) providing that in accordance with paragraph 3 of section 2 of the Printing Act, approved March 1, 1907, the Committee on Expenditures in the Executive Departments, House of Representatives, be, and is hereby authorized and empowered to have printed for its use 2,500 copies of the hearings held before a special subcommittee of said committee during current Congress, relative to investigation as to the manner in which the United States Board of Parole is operating and as to whether there is a necessity for a change in either the procedure or basic law, at an approximate cost of \$2,500, having considered the same, reports favorably

thereon without amendment and recommends that the concurrent resolution do pass.

The concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

#### COMMITTEE ON AGRICULTURE

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration I call up a privileged resolution (H. Res. 676) and ask for its immediate consideration.

The Clerk read as follows:

The Committee on House Administration to which was referred the resolution (H. Res. 676) providing that the further expenses of conducting the studies and investigation authorized by House Resolution 293, Eightieth Congress, incurred by the Committee on Agriculture, acting as a whole or by subcommittee, not to exceed \$5,000 additional, including the expenditures for the employment of such experts, clerical, stenographic, special counsel, and other assistants, shall be paid out of the contingent fund of the House on vouchers authorized by said committee, signed by the chairman thereof, and approved by the Committee on House Administration, having considered the same, reports favorably thereon without amendment and recommends that the resolution do pass.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### INVESTIGATIONS OF COMMODITY EXCHANGES

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration, I call up a privileged resolution (H. Res. 674) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

*Resolved*, That the further expenses of the studies and investigations conducted by the select committee created by H. Res. 404, Eightieth Congress, not to exceed \$10,000 additional, including the expenditures for the employment of investigators, attorneys, clerical, stenographic, and other assistants, shall be paid out of the contingent fund of the House on vouchers authorized by such committee, signed by the chairman thereof, and approved by the Committee on House Administration.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### COMMISSION OF FINE ARTS

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration, I call up a privileged resolution (H. Res. 655) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

*Resolved*, That the fifteenth report of the Commission of Fine Arts, transmitted by the President to the Congress of the United States on May 27, 1948, be printed as a House document with illustrations.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### JOINT COMMITTEE ON HOUSING

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration, I call up a privileged resolution (H. Res. 675) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

*Resolved*, That the expenses of the Joint Committee on Housing (established by H. Con. Res. 104, Eightieth Congress), for the purpose of concluding its business not to exceed \$5,000 including expenditures for the employment of clerical, stenographic, and other assistants since May 15, 1948, shall be paid out of the contingent fund of the House on vouchers signed by the former chairman thereof, and approved by the Committee on House Administration.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### PRINTING OF PRAYERS OFFERED BY THE CHAPLAIN OF THE HOUSE

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration, I call up a privileged resolution (H. Res. 646) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

*Resolved*, That 2,500 copies of the prayers offered by the Reverend James Shera Montgomery, Chaplain of the House, at the opening of the daily sessions of the House, during the Seventy-ninth and Eightieth Congresses, including the current session, be printed and bound for the use of the House of Representatives.

With the following committee amendment:

After the comma on page 1, line 3, insert the following: "and any acting Chaplain of the House."

The committee amendment was agreed to.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### NATIONAL FUEL POLICY

Mr. RIZLEY. Mr. Speaker, I ask unanimous consent for the immediate consideration of the resolution (H. Res. 595) to direct the Committee on Interstate and Foreign Commerce to recommend a national fuel policy.

The Clerk read the title of the resolution.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

Mr. BUCK. Reserving the right to object, Mr. Speaker, may we have an explanation of this resolution?

Mr. RIZLEY. This resolution came from the Committee on Interstate and Foreign Commerce. It gives that committee authority to look into the fuel situation during this summer. It was reported by that committee unanimously and was reported out of the Committee on Rules unanimously.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

The Clerk read the resolution, as follows:

Whereas it appears that current and anticipated shortages of petroleum products threaten the present and future economy and security of the people of the United States; and

Whereas such shortages must be considered in the light of the availability of other fuels and energy resources; and

Whereas in order to deal effectively with the problem of making petroleum and other

fuels available in quantities adequate for an expanding economy and for the security of the United States, it is necessary to formulate sound national policies; Therefore be it

*Resolved*, That it shall be the duty of the Committee on Interstate and Foreign Commerce to formulate and recommend a national fuel policy adequate to meet the needs of the United States in times of peace and war, including recommendations for a national petroleum policy and the integration of such policy with policies relating to other fuels and energy resources except atomic energy; and for such purposes the committee shall study the current and future fuel supply and demand of the United States and shall study methods of encouraging needed developments to assure the availability of fuels adequate for an expanding economy and the security of the United States.

SEC. 2. The committee shall make a report not later than the close of the present Congress. Such report may be made to the Clerk of the House if the House is not in session.

SEC. 3. For the purpose of carrying out the provisions of this resolution, the committee or any subcommittee thereof—

(1) is authorized to sit and act during the present Congress at such times and places within or outside the United States, whether or not the House is in session, has adjourned, or has recessed, to hold such hearings, to require by subpoena or otherwise the attendance of such witnesses and the production of such books, correspondence, memoranda, papers, and documents, and to take such testimony, as it deems necessary; and subpoenas shall be issued over the signature of the chairman of the committee or by any member designated by him, and may be served by any person designated by such chairman or member;

(2) may utilize the services, information, facilities, and personnel of the various departments and agencies of the Government to the extent that such services, information, facilities, and personnel, in the opinion of such departments and agencies, can be furnished without undue interference with the performance of the work and duties of such departments and agencies;

(3) may seek information from such sources and conduct its studies and investigations in such manner as it deems advisable in the interest of a full and correct ascertainment of the facts.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### NATIONAL FUEL POLICY

Mr. LECOMPTE. Mr. Speaker, by direction of the Committee on House Administration, I submit a privileged resolution (H. Res. 600) and ask for its immediate consideration.

The Clerk read the resolution, as follows:

*Resolved*, That the expenses of carrying out the provisions of H. Res. 595, incurred by the Committee on Interstate and Foreign Commerce, acting as a whole or by subcommittee, not to exceed \$35,000, including expenditures for the employment of experts, assistants, and other employees, and all expenses necessary for travel and subsistence incurred by members and employees while engaged in the activities of the committee or any subcommittee thereof, shall be paid from the contingent fund of the House of Representatives on vouchers signed by the chairman of the committee or subcommittee.

With the following committee amendments:

Line 4, strike out "\$35,000" and insert "\$20,000" in lieu thereof.

Line 11, following the word "subcommittee," add the words "and approved by the Committee on House Administration."





HOUSE - June 19

57. ROAD AUTHORIZATIONS. Agreed to the conference report on H. R. 5883, authorizing additional appropriations for roads, including forest highways and forest development roads and trails (p. 9278). This bill will now be sent to the President.
58. FLOOD DAMAGE. Rep. Angell, Oreg., inserted a statement by this Department regarding recent agricultural flood damage in the Columbia Basin (pp. 9281-2).
59. CIVIL-SERVICE RETIREMENT. Concurred in the Senate amendment to H. R. 6651, to provide annuities for certain surviving spouses of annuitants retired prior to Apr. 1, 1948 (p. 9290). This bill will now be sent to the President.
60. MINERALS. Concurred in the Senate amendment to H. R. 4856, to delay liquidation of mineral interests reserved to the U. S. under the FHA Act (p. 9290). This bill will now be sent to the President.
61. TAXATION. Passed as reported H. R. 6712, to provide for revenue revision, to correct tax inequalities, and for other purposes (pp. 9290-322).
62. REMOUNT SERVICE. Passed without amendment S. 2698, to transfer certain Army horses to the New Mexico Military Institute, except those used in the Remount Service program (p. 9331). This bill will now be sent to the President.
63. INFLATION. Rep. Philbin, Mass., urged legislation to control the cost of living (pp. 9356-7).
64. SUGAR. Rep. Marcantonio, N. Y., discussed the economic situation in Cuba and Puerto Rico, particularly regarding sugar production, etc. (pp. 9384-8).

BILLS INTRODUCED - June 19

65. ALASKA DEVELOPMENT. H. R. 7001, to aid the settlement of Alaska and its development; to Public Lands Committee; by Rep. Welch, Calif. (p. 9392).  
H. R. 7002, by Rep. Welch, to settle and extinguish land claims in Alaska; to Public Lands Committee (p. 9392).
66. PERSONNEL. H. R. 7003, by Rep. Wolcott, Mich., to provide for a cash allowance for uniforms for U. S. employees; to Post Office and Civil Service Committee (p. 9392).
67. SUGAR. H. R. 7004, by Rep. Marcantonio, N. Y., repealing Sec. 202 (e) of the Sugar Act of 1948; to Agriculture Committee (p. 9392).

NOTE: The Congressional Record for June 19 does not include actions after 10:20 p. m. on that day. The next Record, which will include actions later that day and on June 20, will not be printed until Monday night, June 21, and will be available Tuesday morning. It is understood, however, that Congress took final action on the foreign-aid appropriation bill and the long-range farm program bill.

appropriating \$450,000 additional for REA administrative expenses. As reported from conference, the bill provides for liquidation of the War Assets Administration, as proposed by the House, but makes such liquidation effective Feb. 29, 1949, instead of Aug. 31, 1948, and appropriates \$65,000,000 (House, \$50,000,000; Senate, \$90,000,000).

46. HOUSING. Discussed H. R. 6959, the House substitute for S. 866, the T-E-W housing bill, but took no action (pp. 9258-62, 9264-5). The subject was also discussed in the House (pp. 9276-7).
47. ECONOMY; PERSONNEL. Received reports from the Joint Committee on Reduction of Nonessential Federal Expenditures regarding employment, etc., in the various departments and agencies (pp. 9206-16).
48. PAY RAISE. Passed with amendment H. R. 6916, to provide for permanent postal rates and increase the salaries of certain P. O. employees (pp. 9245-57). Conferees were appointed in both Houses (pp. 9257, 9381-2). The Senate amendment provided for revision of the classification structure in the Classification Act; increases in salaries of certain department heads, etc.; elimination of the \$10,000 ceiling; and a \$360 increase in salaries of Classification Act employees.
49. FOREIGN RELIEF. Concurred in the House amendments to S. 2376, providing for a revolving fund for purchase of agricultural commodities to be processed in occupied areas and sold (pp. 9271-2). This bill will now be sent to the President.
50. INDIAN RESERVATIONS. Passed as reported S. J. Res. 162, to rescind certain Interior Department orders establishing Indian reservations in Alaska, except for land actually used, including certain forest lands (pp. 9268-70).
51. DISASTER LOANS. Concurred in the House amendment to S. 2877, authorizing additional disaster loans by RFC, with an amendment increasing the amount to \$40,000,000 (p. 9228). The House concurred in this amendment to its amendment (p. 9355). This bill will now be sent to the President.
52. ARMY MILITARY APPROPRIATION BILL. Both Houses agreed to the conference report on H. R. 6771, this bill (pp. 9205-6, 9322-6). This bill will now be sent to the President.
53. TENNESSEE VALLEY AUTHORITY. Sen. McKellar, Tenn., inserted a letter defending his record regarding TVA (pp. 9257-8).
54. RECLAMATION. Sen. Watkins, Utah, inserted his statement criticizing the Bureau of Reclamation's record (pp. 9196-9).  
The House
55. FOREST LANDS. /passed as reported S. 1243, providing for payment of certain national-forest receipts to the Warm Springs Indians, Oreg. (p. 9283). The Senate concurred in the amendments (p. 9199). This bill will now be sent to the President.
56. ALASKA DEVELOPMENT. Received from the Interior Department proposed legislation (1) to settle and extinguish land claims to the public domain in Alaska, and (2) to promote the settlement and development of the public domain in Alaska by facilitating the construction of necessary housing therein; to Interior and Insular Affairs Committee (pp. 9199-200).

For that period, the Democratic Party—and let us get down to facts—was under the domination of the New Dealers. The majority party was so befuddled, confused, and without leadership, so spineless, that it became known the country over as the “yes man” party, the rubber stamp party. The party organization had no mind of its own; consequently, no will of its own. It merely executed orders which came from the executive branch, of which the New Dealers had control.

It might be said, with a degree of truth, that the gentleman's party dictated the policy of the judicial branch of the Government; that we had in that branch of the Government men who, instead of interpreting the laws enacted by the Congress in accordance with judicial precedence and the will of Congress as expressed in the debates, wrote their ideas of what the Congress should do or imposed them upon the enactments of the Congress.

The gentleman's party organization spent and caused to be spent billions upon billions of dollars, much of it needfully, most of it extravagantly, much of it wastefully. According to some of the reports of congressional committees of which the party which was doing the spending had control, some of the money was spent for political purposes.

The gentleman's party caused to be given to foreign governments, much of it to politicians of other nations, since 1940, something like \$80,000,000,000. That does not include the cost of the war to which we were surreptitiously committed and in which we were engaged months before the Congress declared war.

During the war and after the war, as well as prior to the war, the gentleman's party caused other billions to be spent upon unsound projects. Lend-lease, UNRRA, the Voice, to mention but three, have been demonstrated to be the sources for corruption and activities which, instead of being good for the country, were bad—absolutely bad.

Billions upon billions of dollars were spent by the gentleman's party, taken from the taxpayers, and wasted upon socialistic plans and schemes. A million or more unnecessary Federal employees were put upon the Federal pay roll. Millions of dollars were spent on public housing, and while a few were provided with homes, the cost was exorbitant, and the number who were disappointed and disillusioned was far greater than the number of those who actually received a benefit.

Oh, the gentleman can criticize the Republican Party for its failure to cure all of the ills inflicted upon the country during the 14 years his party was in control, but the mess they left us it will take years to clean up. The cleaning of the Aegean stables was but child's play compared to the job which the Republicans inherited from the New Dealers.

Our efforts to do a worth-while job have been obstructed, hindered, delayed,

and thwarted by the executive branch of the Government. With an Executive whose agencies cover up the stealing of elections, pardon known gangsters, and who himself assails the Congress and attempts to discredit it in the eyes of the people, it is small wonder that we have been able to accomplish anything worth while.

Yet the fact remains that, in spite of the obstacles thrown in its pathway, notwithstanding the efforts of a President who has time and again vetoed legislation and which—may I say to the gentleman—the members of his own organization have been forced to override, this Congress—the Eightieth Congress—has done a worthwhile job.

If the gentleman from Oklahoma [Mr. MONRONEY] can find consolation in forgetfulness of the sins of omission and commission of his own party, whose activities seem destined to involve us in a third world war and to make certain our national bankruptcy, by crying and whining about the Republican Party, I shall not sob, but I do not propose to let the gentleman nor his party forget that, in addition to all the financial ills which we have inherited from his party, we have been confronted with a situation where a majority of the Congress seems to feel that it is necessary to draft our young men, to conscript them, to take them from their homes in order that we may meet a situation which, we are told, threatens our national security and which the gentleman's party in the Congress and in the Executive Departments—particularly in the State Department—lacks the statesmanship to prevent.

Talking about housing, how can the gentleman expect a returned veteran to get building materials when all the time his organization has been insisting that it and other essential items be sent abroad?

I wonder, sometimes, if there will be lumber enough left in this country to make caskets to bring back the ashes and the bones of those who, if we continue our foolishness, vacillation, and interference in the problems of other nations, will be what is left of the boys we conscript to back up United Nations.

Mr. SMITH of Wisconsin. Mr. Speaker, will the gentleman yield?

Mr. HOFFMAN. I yield to the gentleman from Wisconsin.

Mr. SMITH of Wisconsin. Is it not true also they had the so-called Wyatt housing bill and spent billions on it?

Mr. HOFFMAN. They had everything. They had the public purse, they had the ability to tax the taxpayers, the citizens of this country. The net results is bankruptcy, hardships for our citizens, higher and ever higher prices, and conscription in peacetime.

The record is so bad, I think the gentleman should hang his head in shame, repent in sackcloth and ashes, and ask the good Lord to forgive his party for the irreparable harm it has done to our citizens, to our Nation.

#### PERMISSION TO ADDRESS THE HOUSE

Mr. RICH. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

#### HOUSING LEGISLATION

Mr. RICH. Mr. Speaker, I am surprised at the gentleman from Oklahoma, absolutely surprised. We had a bill up here yesterday to help the veterans to get more housing, and it will help them, and he voted against that bill. It is a great thing for some of these New Deal Democrat spenders to come in here now at the end of a session and cry “Wolf, wolf, wolf.” For 14 years they have had everything their own way, and they did not do what they should have done for some of the people of this country. For 14 long years they have spent money like drunken sailors. They have thrown everything in the category of permanent help to our people to the winds. A lot of people in this country who needed help, they overlooked, yet they go out here now and cry, “Wolf, wolf.” There is the gentleman from Texas. He did the same thing; he voted against the housing bill. It is about time that some of these fellows take recognition of what they have done in the past. They cry “Wolf, wolf,” and there is no wolf. They try to let veterans know there is no help, it is just the opposite—it gives the greatest help to all veterans. If you will just come to the conclusion that the Republican Party is going to help the people of America instead of selling out to the people in foreign countries, we will do something for our own people.

The housing bill passed yesterday will aid the veterans get more housing than ever before and last year we built the most houses ever built for veterans.

The slum-clearance feature of a bill at this time does not make sense, if they tore down slums now it would increase cost of veterans' houses because it would make materials more scarce and cause the price to be higher. It would work against the veterans.

We can postpone slum clearance for another year because it is sensible to do so and I am for slum clearance and I hope we start here in the District of Columbia, but not this year.

I hope the gentlemen from Oklahoma and Texas stop such criticism as they offer as I think it is anything but just practical or gives the honest situation. Do not try to fool the people any longer. It is not good taste or sound.

#### CALL OF THE HOUSE

Mr. RANKIN. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Obviously a quorum is not present.

Mr. HALLECK. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 123]

Anderson, Calif.	Gallagher	Meade, Md.
Andresen,	Gamble	Mitchell
August H.	Hall,	Norton
Andrews, N. Y.	Edwin Arthur	O'Konski
Bates, Mass.	Harless, Ariz.	Peden
Beckworth	Hartley	Price, Fla.
Bell	Hébert	Rains
Brown, Ohio	Isacson	Regan
Buffett	Jackson, Calif.	Rivers
Celler	Jensen	Robertson
Chapman	Johnson, Okla.	Russell
Clark	Johnson, Tex.	Sasscer
Cox	Kee	Scoblick
Cravens	Kefauver	Simpson, Ill.
Cunningham	King	Simpson, Pa.
Dawson, Ill.	Kirwan	Smith, Maine
Domengeaux	Lane	Stigler
Dorn	Ludlow	Stratton
Ellsworth	Macy	Taber
Fellows	Manasco	Thomas, N. J.
Flannagan	Marcantonio	West
Fuller	Meade, Ky.	Welcott

The SPEAKER. On this roll call 369 Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

#### WAR CLAIMS BILL OF 1947

Mr. HINSHAW. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 4044) to amend the Trading with the Enemy Act, as amended; to create a commission to make an inquiry and report with respect to war claims; and to provide relief for internees in certain cases, with a Senate amendment thereto, disagree to the Senate amendment, and ask for a conference with the Senate.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from California?

Mr. RANKIN. Mr. Speaker, reserving the right to object, I just want to say that in my opinion, Congress ought not to adjourn sine die if it means rushing legislation through in this way.

It is doing infinitely more harm than good. If you want to adjourn over for a few days so that you can hold your convention, that is all right; but I do not believe in rushing important legislation through without due consideration.

I am not going to object to sending this bill to conference.

The SPEAKER. Is there objection to the request of the gentleman from California? [After a pause.] The Chair hears none, and appoints the following conferees: Messrs. HINSHAW, O'HARA, HUGH D. SCOTT, JR., CHAPMAN, and BECKWORTH.

#### FEDERAL-AID ROAD ACT

Mr. DONDERO. Mr. Speaker, I call up the conference report on the bill (H. R. 5888) to amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

Mr. WHITTINGTON. Mr. Speaker, reserving the right to object, and I shall not object, I call the attention of the Members of the House to the conference report, including the statement on the part of the manager of the House in the CONGRESSIONAL RECORD of Friday, June 18, 1948, pages 9084 and 9085.

Mr. DONDERO. Mr. Speaker, the report, I might say, is unanimous.

Mr. WHITTINGTON. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House of Friday, June 18, 1948.)

The conference report was agreed to.

A motion to reconsider was laid on the table.

#### VETERANS' AFFAIRS

Mr. TRIMBLE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (S. 2849) to authorize the Administrator of Veterans' Affairs to convey a certain tract of land in the State of Arkansas to Washington County, Ark., and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Arkansas?

Mr. RANKIN. Mr. Speaker, reserving the right to object, I desire to say that the Veterans' Committee went into this proposition fully. We think this measure is justified.

The SPEAKER. Is there objection to the request of the gentleman from Arkansas?

The Clerk read the bill, as follows:

*Be it enacted, etc.,* That the Administrator of Veterans' Affairs is authorized and directed to convey by quitclaim deed to Washington County, Ark., without consideration, the following-described tract of land, which is a part of the lands of the Veterans' Administration hospital, Fayetteville, Washington County, Ark.:

A part of the southeast quarter of northeast quarter of section 9 and a part of the southwest quarter of northwest quarter of section 10, township 16 north, range 30 west, fifth principal meridian, more particularly described as follows: Beginning at the southwest corner of southeast quarter of northeast quarter of said section 9, running thence north 200 feet; thence east 530 feet; thence north 50 degrees 18 minutes east 234<sup>83</sup>/<sub>100</sub> feet; thence east 744<sup>17</sup>/<sub>100</sub> feet to the center of said United States Highway No. 71; thence south 2 degrees 2 minutes west along center of said United States Highway No. 71 350<sup>24</sup>/<sub>100</sub> feet; thence west 1,442<sup>49</sup>/<sub>100</sub> feet to the place of beginning, containing 9<sup>89</sup>/<sub>100</sub> acres.

With the following committee amendment:

Page 1, line 4, insert after the word "directed" the words "subject to such terms and conditions as the Administrator of Veterans' Affairs may prescribe."

The amendment was agreed to.

The Clerk read as follows:

Committee amendment: Page 2, line 17, insert: "The deed shall reserve to the United States all interest in and to any oil, mineral, or fissionable material in said land, and shall

provide for reversion to the United States if the land ceases to be used for hospital purposes."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

#### EXTENSION OF REMARKS

Mr. HART asked and was given permission to extend his remarks in the RECORD and include an address.

Mr. LYNCH asked and was given permission to extend his remarks in the RECORD and include extraneous matter.

Mr. MILLER of California asked and was granted permission to extend his remarks in the RECORD in two instances, and in one to include extraneous matter.

Mrs. DOUGLAS asked and was granted permission to extend her remarks in the RECORD in five separate instances and include certain excerpts.

Mr. SOMERS asked and was granted permission to extend his remarks in the RECORD.

Mr. GORDON asked and was granted permission to extend his remarks in the RECORD and include a resolution.

Mr. KEOGH asked and was granted permission to extend his remarks in the RECORD in two instances and to include an editorial.

Mr. KLEIN asked and was granted permission to extend his remarks in the RECORD in two instances and include extraneous material.

Mr. MULTER asked and was granted permission to extend his remarks in the RECORD in two instances, and include extraneous matter.

Mr. BUCHANAN asked and was granted permission to extend his remarks in the RECORD and include an article and an editorial.

Mr. BATTLE asked and was granted permission to extend his remarks in the RECORD and include an editorial.

Mr. CROSSER asked and was granted permission to extend his remarks in the RECORD.

Mr. ALBERT asked and was granted permission to extend his remarks in the RECORD in two instances.

Mr. MANSFIELD asked and was granted permission to extend his remarks in the RECORD in five instances and include certain articles.

Mr. SABATH asked and was granted permission to extend his remarks in the RECORD in three different instances and to include an editorial from the New York times, an editorial from the Chicago Sun, and two additional articles.

Mr. DONOHUE asked and was granted permission to extend his remarks in the RECORD.

Mr. HOLIFIELD asked and was granted permission to extend his remarks in the RECORD in five instances and include extraneous matter.

Mr. BULWINKLE asked and was granted permission to extend his remarks in the RECORD and insert various clippings from newspapers in four different instances.

Mr. BLATNIK asked and was granted permission to extend his remarks in the RECORD in five different instances and include extraneous matter.





[PUBLIC LAW 834—80TH CONGRESS]

[CHAPTER 732—2D SESSION]

[H. R. 5888]

AN ACT

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That for the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, and for continuing the construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944 approved December 20, 1944 (58 Stat. 838), there is hereby authorized to be appropriated the sum of \$450,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951.

The sum herein authorized for each fiscal year shall be available for expenditure as follows:

Forty-five per centum for projects on the Federal-aid highway system.

Thirty per centum for projects as set forth in paragraph (b) of section 3 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), except that for the purposes of this Act and all subsequent Acts continuing the postwar construction and reconstruction of highways in accordance with the provisions of the Federal-Aid Highway Act of 1944, (1) the term "secondary and feeder roads" and the term "principal secondary and feeder roads", wherever used in the Federal-Aid Highway Act of 1944, shall include county and township roads; and (2) in selecting county and township roads on which funds are to be expended, the State highway departments shall cooperate with township trustees and other appropriate local road officials; and

Twenty-five per centum for projects on the Federal-aid highway system in urban areas.

The said sums, respectively, for any fiscal year, shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944 approved December 20, 1944: *Provided*, That the authorization for the fiscal year ending 1950 shall be apportioned among the States as soon as practicable after July 1, 1948, but not later than September 1, 1948.

Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for two fiscal years after the close of the fiscal year for which such sums are authorized, and any sums apportioned to any State under section 4 of the Federal-Aid Highway Act of 1944, approved December 20, 1944, shall be available for expenditure in that State for three fiscal

years after the close of the fiscal year for which such sums are authorized and any amount so apportioned remaining unexpended at the end of such period shall lapse: *Provided*, That such funds for any fiscal year, including any funds authorized to be appropriated under this Act, shall be deemed to have been expended if a sum equal to the total of the sums apportioned to the State for such fiscal year is covered by formal agreements with the Commissioner of Public Roads for the improvement of specific projects as provided by this Act.

SEC. 2. The Commissioner of Public Roads is hereby directed to cooperate with the State highway departments in a study of the status of improvement of the National System of Interstate Highways, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944; to invite the cooperation and suggestions of the Secretary of Defense and the National Security Resources Board as to their indicated or potential needs for improved highways for the national defense; and to supplement, not later than April 1, 1949, the report dated February 1, 1941, entitled "Highways for the National Defense" (Seventy-seventh Congress, first session), to reflect current conditions and deficiencies.

SEC. 3. (a) For the purpose of carrying out the provisions of section 23 of the Federal Highway Act (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated (1) for forest highways the sum of \$20,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951, subject to the provision of section 9 of the Federal-Aid Highway Act of 1944 respecting the apportionment for forest highways in Alaska; and (2) for forest development roads and trails the sum of \$17,500,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951: *Provided*, That immediately upon the passage of this Act the appropriation herein authorized for forest highways for the fiscal year ending June 30, 1950, shall be apportioned by the Federal Works Administrator for expenditure in the several States, Alaska, and Puerto Rico, according to the area and value of the land owned by the Government within the national forests therein which the Secretary of Agriculture is hereby directed to determine and certify to him from such information, sources, and departments as the Secretary of Agriculture may deem most accurate, and hereafter, on or before January 1 next preceding the commencement of each succeeding fiscal year the Federal Works Administrator shall make like apportionment of the appropriation authorized for such fiscal year: *Provided further*, That the Commissioner of Public Roads may incur obligations, approve projects, and enter into contracts under the apportionment of such authorizations, and his action in so doing shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof: *Provided further*, That the appropriations made pursuant to authorizations heretofore, herein, and hereafter enacted for forest highways shall be considered available to the Commissioner of Public Roads for the purpose of discharging the obligations created hereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: *Provided further*, That appropriations for forest highways shall be administered in conformity with regulations jointly approved

by the Federal Works Administrator and the Secretary of Agriculture: *Provided further*, That the Commissioner of Public Roads shall transfer to the Chief of the Forest Service from appropriations for forest highways such amounts as may be needed to cover necessary administrative expenses of the Forest Service in connection with the forest-highway program.

(b) The authorization in section 9 of the Federal-Aid Highway Act of 1944 for forest highways for the fiscal year ending June 30, 1948, is hereby canceled.

(c) Hereafter, construction work on forest-development roads and trails, pursuant to the provisions of section 23 of the Federal Highway Act of November 9, 1921, as amended and supplemented, estimated to cost \$10,000 or more per mile, exclusive of bridges, shall be advertised and let to contract. If such estimated cost is less than \$10,000 per mile, or if, after proper advertising, no acceptable bid is received, or the bids are deemed excessive, the work may be done by the Secretary of Agriculture on his own account.

SEC. 4. (a) For the construction, reconstruction, improvement, and maintenance of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of \$10,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951.

(b) For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States or by private individuals, there is hereby authorized to be appropriated the sum of \$10,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951.

(c) For the construction, improvement, and maintenance of Indian reservation roads and bridges and roads and bridges to provide access to Indian reservations and Indian lands under the provisions of the Act approved May 26, 1928 (45 Stat. 750), there is hereby authorized to be appropriated the sum of \$6,000,000 for the fiscal year ending June 30, 1950, and a like sum for the fiscal year ending June 30, 1951: *Provided*, That the location, type, and design of all roads and bridges constructed shall be approved by the Public Roads Administration before any expenditures are made thereon, and all such construction shall be under the general supervision of the Public Roads Administration.

SEC. 5. All provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838), not inconsistent with this Act, shall remain in full force and effect.

SEC. 6. The first paragraph of section 21 of the Federal Highway Act, approved November 9, 1921 (23 U. S. C. 21), is hereby amended to read as follows:

"That so much, not to exceed 3¾ per centum, of all moneys appropriated or authorized to be appropriated for expenditure under the provisions of this Act, as the Federal Works Administrator may deem

necessary for administering the provisions of this Act and for carrying on necessary highway research and investigational studies independently or in cooperation with the State highway departments and other research agencies, and for publishing the results thereof, shall be deducted therefrom for such purposes when the apportionment is made and the amount so deducted shall be available until expended from appropriations made under the provisions of this Act: *Provided*, That should the apportionment of the amounts authorized for the third postwar fiscal year be made in accordance with section 4 of the Federal-Aid Highway Act of 1944 before the approval of this Act, a revised apportionment may be made and the increased amount authorized by this section deducted for administration, research, and investigational studies."

SEC. 7. This Act may be cited as the "Federal-Aid Highway Act of 1948".

Approved June 29, 1948.



